



Freewheeling

NUMBER FIFTEEN TWO DOLLARS JUNE/JULY/AUGUST '82

SPECIAL WINTER ISSUE



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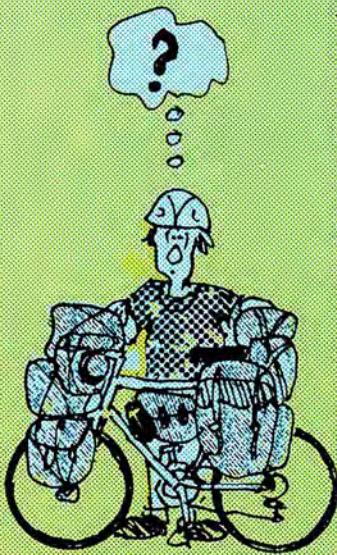
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FREEWHEELING AUSTRALIA PUBLICATIONS
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All packed up and nowhere to go?



The *Freewheeling* Touring Service aims to answer these questions by providing you with touring information packages on the prime touring areas of Australia. Each package consists of cyclist information (guides magazine articles etc.) tourist information (accommodation details, points of interest) and where possible detailed maps in a usable scale. Packages are continually being improved so be sure you order from a current issue of *Freewheeling* or send today for an up-to date catalogue and order form.

So you want to go bicycle touring and rediscover the great Australian outdoors. But where do you go? Where can you stay and how can you best find out what delights are waiting to be found?

New package

2004 Snowy Mountains NSW

Package contents:

- 1 copy *Freewheeling* II with 2 articles on touring in Snowy Mountains area.
- 1 copy Kosciusko National Park map by Central Mapping Authority an excellent cyclists map of the area.
- NSW Government Tourist Guide: SE Region (accommodation and points of interest).

Package cost: \$7.10.

All prices include postage and packing.



List of information packages as of 1.7.82.

2001 Pacific Coast Cycle Trail	
Sydney/Brisbane	\$9.50
2002 Blue Mts. NSW	\$5.70
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7001 Tasmania General	\$8.85
7002 Tas. East Coast	\$8.75
2003 Southern Cross Cycle	
Trail Melb./Syd.	\$9.35
9001 New Zealand South	
Island	\$7.75
2004 NSW Central Western	
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Details of the above package contents appear in *Freewheeling* 14.

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Freewheeling Touring Service

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Freewheeling



NUMBER 15

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Cover bicycles courtesy of Clarence Street Cyclery

Photo this page by Jim Scarsbrook: Touring in the Watagan Mountains.
See page 28 for his article.

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New Products and Ideas



New Cycling Glossies

New on the international bicycle magazine scene is the Dutch magazine called *Fiets*. Its first issue, dated March/April, contained seventy two pages of glossy paper with twenty or so pages in colour. It is a visually attractive magazine with many photographs for those of us who cannot read Dutch.

Fiets has ties with a new British publication called *Bicycle Magazine*. This publication is edited by Richard Ballantine, the author of *Richard's Bicycle Book*. The magazine is now in its sixth issue. It is attempting to deliver the cycling goods to the market developed successfully by the US magazine *Bicycling*. *Bicycle Magazine* has plenty of colour pictures, and contains features on maintenance, racing and touring, including the Great British Bike Ride—a 1000 km event ride from John O Groats to Lands End.

Subscription address for *Fiets* is, Uitgeverij *Fiets*, Postbus 937, 1000 AA Amsterdam, Netherlands and for *Bicycle Magazine* 11 Garrick Street, London WE2E 9AR, Great Britain.

Ultra Wide Range Gearing

Until now, most people wishing to gain lower touring gears without the expense of front crankset replacement have had to make do with a 14-34 rear cluster. The SunTour

company has released a new rear cluster and matching derailleur which substantially increases this range. The SunTour AG five speed cluster comes in an incredible 14-38 range with standard sprocket sizes 14, 17, 22, 28, 38t. which gives similar gears on the top four sprockets to the standard 14-34. To cope with this increased capacity, it is necessary to use the matching AG long arm derailleur and a longer chain. The derailleur is the slant parallelogram type with an alloy/steel body.



Head Lock Up

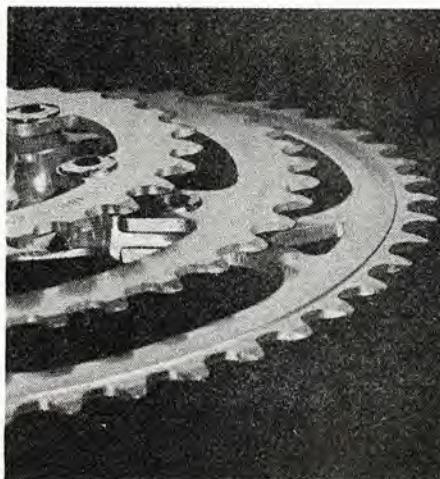
Developed to once and for all cure the problem of loosening head sets on BMX and Mountain Bikes, the SunTour BMX head lock up's unique allen-head screws gently tighten two nylon bushings against the fork threads, preventing the headset from working loose even under the toughest racing conditions.

The unit is made of light alloy and comes in the usual choice of anodised colours. The head lock is also suitable for touring, racing and recreational bikes, and is being looked at with great interest by tandem builders.



Sedisport Gold and Silver

The French bicycle chain manufacturer Sedis has released a gold and silver version of its successful narrow Sedisport chain. They are similar to the renowned Sedicolor chains. The new Sedisports offer higher quality materials in chains for use with narrow spaced 6 and 7 speed freewheels.



New Touring Crankset

Sugino has released a new touring chainwheel crankset. The AT chainwheel and crankset accepts chainrings down to 24 teeth and has the added advantage of accepting the widely available Sugino MD type larger rings.

NOTHING BUT THE BEST.

Frames

Hi-Tensile with ES1500 Italian cut lugs, with forged rear fork end.

Front Forks

Tange Butted Stem with Hi-Tensile blades with solid ends, chrome plated 8" up from Tips.

Head Fittings

Shimano 600 EX Series

Rear Derailleur

Shimano 600 EX Series

Front Derailleur

Shimano 600 EX Series

Shifting Lever

Shimano 600 EX Series

Brakes

Shimano 600 EX Series

Side pull with hooded levers.

Chainwheel & Crank Sets

Shimano 600 EX Series

Light alloy cotterless 40/52T x 6½"

Rims

Araya Model 16A (2) light alloy
27" x 1¼" x 36H

Tyres

Silver Star Black with Gum Side 27" x 1⅛"

Tubes

Silver Star Butyl Black with French valve
27" x 1⅛"

Rim Tapes 27"

Spokes & Nipples

Stainless Steel Double Butted 14/16G

Freehub

Shimano 600 EX Series Large flanged
36H quick release type Silver with 5
speed Multiple freewheel 13-15-17-19-21T

Front Hub

Shimano 600 EX Series Large flanged
36H Quick release type Silver

Handlebar

Light alloy

Handlebar Stems

Light alloy

Handlebar Tape

Cloth

Chains

Shimano Uni-glide Black/Gold
1½" x 3.32" x 114 Link

Pedals

KKT VIC 11 Light alloy Silver with Reflector

Toe Clips

Model 67-10, Leather

Toe Straps

Saddle

Kashimax Super

Saddle Pillar

Sakae Light alloy

Double X Malvern Star



New Products and Ideas

Because of its add-on feature, it is primarily designed as a triple set. Larger ring sizes are available from 34-35t. and smaller sizes are 24, 26, 28t.



Hub Sensor (for Steel Hub)

New Cycle Computer from Shimano

In our last issue, we revealed details of the Cat Eye cyclocomputer. Now the Japanese bicycle components manufacturer Shimano has released its own version. The unit is called the CELC (for Cycle Electronics Communication) System. It differs from the Cat Eye in that the liquid crystal display unit comes built into a handlebar stem and the sensor unit is built onto the hub unit. This may be of some advantage for theft prevention. The meter unit can actually be removed from the stem but is useless without its mounting and sensor. The meter can be set for 26 or 27 inch wheel sizes and will read speed, elapsed time and elapsed distance. A calculator rather than a computer, the CELC System is expected to retail at a lower price than the more sophisticated Cat Eye unit. It is available in HF Steel hub and sensor unit or LF Alloy hub and sensor.

Surfboard Rack for Bicycles

In these days of the giant international manufacturer, it is interesting to see a new piece of equipment come from cottage industry. A rack for



carrying two surfboards atop a bicycle has been designed and built by John Klose in South Australia. The Turtle-dove Wheels Surfboard Carrier will fit to almost any bike and carries the boards as well as an external frame rucksac at speeds up to 85 km. Just the thing for windy surfies.

One Key Release

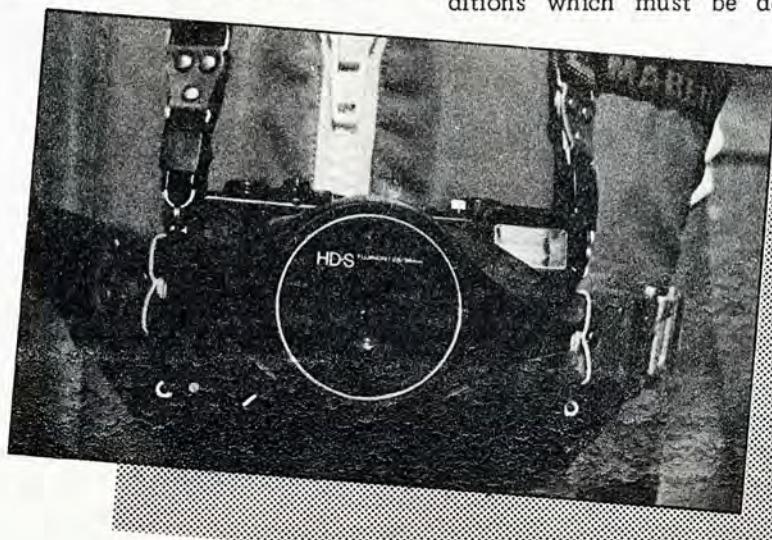
Since Shimano released its 600EX series componentry, cyclists have been trying to get hold of the bits which make up the very successful allen key release on the chain wheel set. Now the rival Sugino company has released the Autex system which is simply the one key release assembly sold as a separate component set. The Autex can be fitted to any Japanese alloy cotterless crank set. It allows the re-

moval of the crank arms using only a 6mm allen key instead of the usual crank puller tool and shifter.



All Weather Camera

Bicycle touring is a difficult and demanding activity to photograph. Rain and wind are only part of the conditions which must be dealt with.



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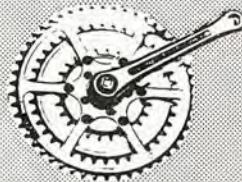
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PATHFINDER PANNIERS

New Products and Ideas

Shock and ease of access are others. A new camera now available seems to solve all of these problems in one clean swoop. The Fujica HD-S is waterproof and shockproof, and comes with an excellent mounting harness which securely attaches the camera to the users body. This allows rapid access to the camera and permits even moving shots to be taken. It has a fully automatic exposure control. This viewfinder-type camera accepts standard 35mm film and has a built-in flash for use indoors or at night.

New Games

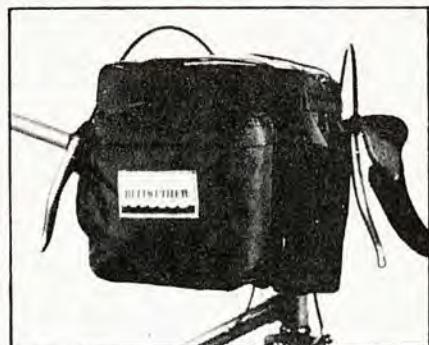
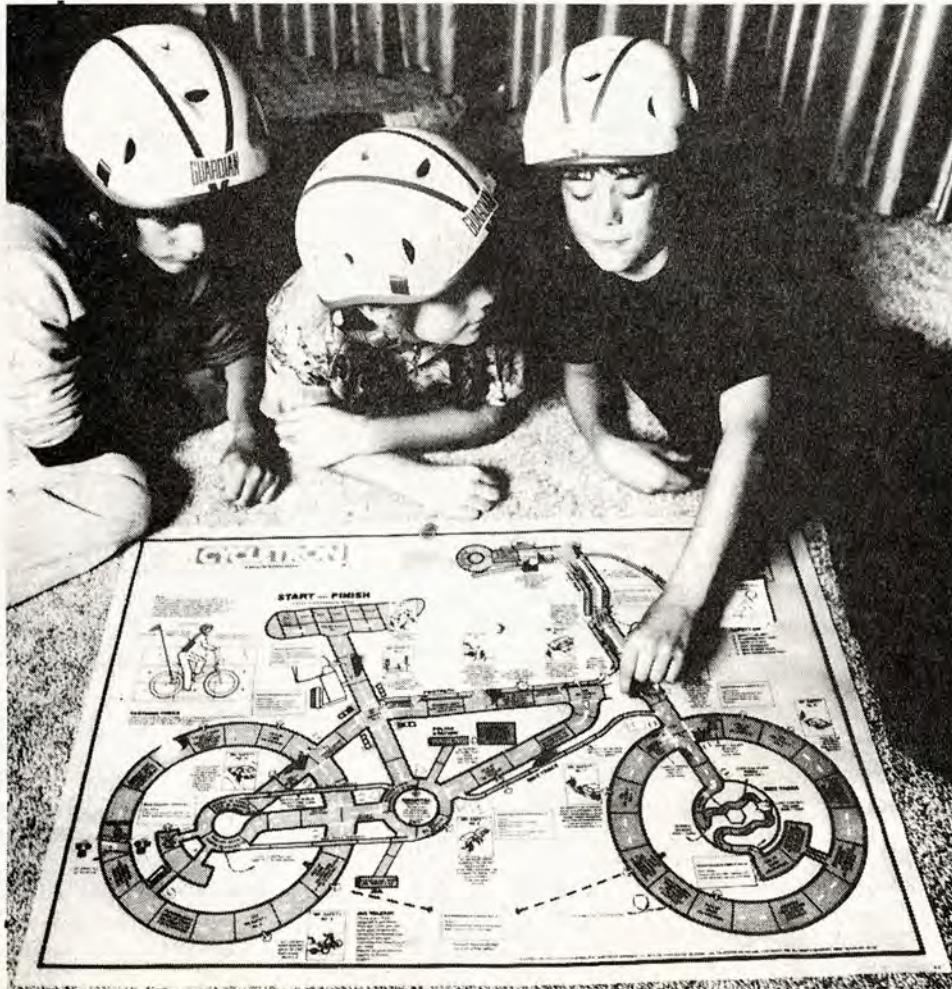
In 1981 forty-one cyclists were killed on Victorian roads and most of these deaths occurred to the under-16 age group so there is a very strong need for more road safety instruction. When some of that necessary instruction comes in the form of an enjoyable game, then it satisfies a very definite need and allows parents worried about their children's safety to do something themselves.

Tim Webb, the designer of the

METCON ROAD RULES safety game which won the Toy Of The Year Award at the 1978 Sydney Trade Fair, has designed a bicycle safety game called *Cyclotron* which parents and their children can play together.

Cyclotron is of most benefit in the family situation where parents can play the first few games themselves with the children and explain the road rules in response to childrens' questions that will come up during the conduct of the game.

Cyclotron is another game which has been specially designed to meet the need to educate the young bicycle rider on the hazards likely to be encountered in the course of a journey on the road. At the same time it provides a subtle introduction to the hidden dangers for non-cycling parents as well. *Cyclotron* concentrates on the hazards and bicycle maintenance aspects. Detail of road law is confined to the basics and the game leads naturally into the existing METCON TRAFFIC GAME which already provides a greater depth of instruction in that area.



JIM BLACKBURN RACKS,
BOTTLE CAGES, AND THE
REVOLUTIONARY FRONT
LOWRIDER TOGETHER
WITH THE BELLWETHER
RANGE OF TOURING
ACCESSORIES ARE
AVAILABLE THROUGHOUT
AUSTRALIA

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N.S.W.: Calypso, Clarence Street;
Cycle Sport International; Inner
City; The Bike Shop, Willoughby;
Wooly's Wheels; Spearman, Wol-
longong; S.A.: Crannaford; Elliotts;
International Cycle Centre; Lewis;
The Scout Shop. Qld.: Caves of
Coorpooroo; Lifecycle. Vic.: Arma-
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Europa; Grays; Hillman; P.M.
Cycles; Progress. Wylf's Cyclery W.A.
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Exotic Escapades

I recently returned from a six week cycle tour of Greece and Turkey (West Coast). Accompanied by my brother in law we did the trip on 20" collapsible Puch cycles with 3 speed Sturmey Archer hub gears purchased in the U.K. Despite obvious limitations of these machines the advantages were many. Local bus drivers looked on us with more favour when we had to resort to using other transport. The portability and 'stackability' of the cycles meant we had to go through less bartering than our 10 speed co-travellers. Also we could stack the cycles in trains (W.C. under seats etc.) to negate long customs delays. We were still able to average 60 miles per day without over exertion.

Forget the film *Midnight Express* — Turkey was fabulous. The locals were the friendliest we had met in Europe/Asia and the countryside was a tourists' dream. Plenty of water and food was available. One note of caution the buses and trucks only know one speed — flat out. Keep up the good work in the magazine.

Christopher Condon,
Blaxland Flat, N.S.W.

Pro Helmets

It is a great pity that Peter Kent should apply his obvious literary talents (September 1981) to ridiculing the wearing of crash helmets by pedal cyclists, which is the effect he produces, even if he really is opposed merely to compulsory wearing.

As reported in this Unit's Research Report No. 4/80 on page 102, the 77 pedal cyclists killed in New South Wales in the 3 years 1977 to 1979 sustained serious or fatal injury to the head in 65 cases, that is 84 per cent. At least 44 of these cyclists would almost certainly not have died if they had worn an effective helmet. Most of the other 21 with serious head injury would have had a much better chance of surviving their other injuries, had their heads been protected in helmets, and their brains not injured.

In tests carried out in our laboratory, the better helmets available have been shown to reduce brain impacts to tolerable levels. It is therefore a great pity that no manufacturer seems to have been able so far to meet the other requirements necessary in order to gain the approval of the Standards Association of Australia. We should then all know which helmets to buy.

David C. Herbert,
Superintendent,

Traffic Accident Research Unit,
Traffic Authority of N.S.W.

Another bicycle helmet poem!

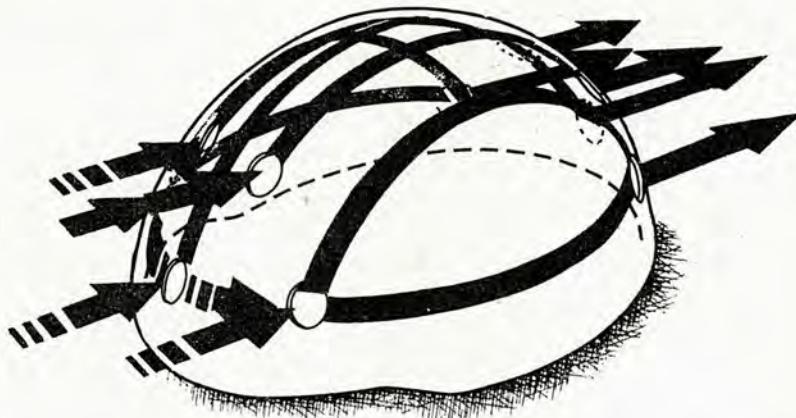
The 'Bikie Bard' of Curtin, an old old man it seems,
Who scorns all modern theory made since he was in his teens,
He does not like out helmets, say's we wear them home to bed?
We've better things to do at night, so I'm sure he's been misled.

The makers of this safety gear must make a profit, true,
And woe betide they get it wrong, the customer will sue!
Yes there's danger all around us, it adds a spice to life,
So we wear our funny helmets, to stay alive is nice!

Now I am only 48, a youngster still, yet who
Has ridden many miles, and many kilometres too, ,
I've used my eyes, I've listened, talked and read,
And I've looked at caved in helmets whose wearers should be dead.

GET THE INSIDE STORY ON THE NEW MSR BICYCLING HELMET

IN THE PURSUIT OF EXCELLENCE, MSR HAVE SET A NEW STANDARD IN
BICYCLE HELMET DESIGN AND MANUFACTURE



- A new helmet liner with comfort and sizing pads that absorb shock over a wide range of forces from minor bumps to major impacts.
- Ventilation channels in the liner that correspond to 10 separate ventilation holes (2770mm^2) as well as ventilation channels incorporated into the brim. All this has combined to give excellent cooling characteristics without loss of stability on the head.
- A reduction in weight with no sacrifice in protection.
- An even larger range of sizes (X-Small now goes down to 49cm!)
- A rapid sizing system using Tricot covered, Velcro backed liners.
- The post-accident helmet replacement policy, still operates. The Australian collection of "used" helmets grows weekly.

These helmets reinforce our conviction that an MSR helmet is

THE BEST WAY TO KEEP A HEAD

Check it out at your nearest MSR helmet stockist.

Trade Enquiries:— BIKE TECH, P.O. Box 152, Wallsend, N.S.W. 2287.

Telephone (049) 524 403.



Mountain Safety Research

Our Norm was one, at red light stopped, the car was coming fast,
It clobbered Norm and rolled him up, he thought he'd breathed his last.
He crashed back to the roadway, his helmet hit the ground,
Four times around, the helmet wrecked, but his head was safe and sound.

And the party, riding hard, to Bobbin Head that day,
Sweeping fast around the corners, all full of fun, and gay,
Two did not judge their speed at all, crashed hard into the rocks,
One, with helmet, cut and bruised, got up with minor shocks.

But the other suffered badly concussed, and on the road did lay,
Till an ambulance was called and carried him away.
Now it could have been bad luck, it could be this, or that,
And it could have been quite different had he worn a yellow hat!

Use your helmet as a footstool, use it in or out of bed,
But when you go out riding use it on your ruddy head,
And in the magpie season (just to strike a lighter note)
Paint two eyes upon its surface (yes, the birds will get the joke).

I haven't got a Phd and I couldn't write a thesis,
God forbid we legislate for little bits and pieces,
But don't go on the roads today, and only trust to luck
Be seen, aware, and know the rules – avoid that bloody truck!

John Harvey
Narrabundah 2604.

Personal Contact

My favourite riding companion and I are planning to ride the East Coast of Tasmania '83. We have read info on what we plan to do from *Freewheeling*

and *Cyclists Touring Guide to Tasmania* by Pedal Power. But would love to hear from readers who have done such. We seem to be lacking in knowing what clothes to take, where we can

camp, what to see and do of interest, how much money to allow per day, how hard the ride will be, counter service with bikes at airport and cyclists rights on the roads in Tasmania.

Would appreciate it if some riding lover out there would write and give us some sound advice.

Thanks for an informative mag.
Ian Burns and Gloria Dalla Valle,
Fairy Meadow, N.S.W.

Dry Reply

Warren Salomon's *Death of the Dealer?* (*Freewheeling* 13) deplores "removing the tariff protection given to local assembly of bikes". And so Australian proprietors of assembly operations will benefit – but what about the bicyclists, the customers? Are they not to be protected from high prices?

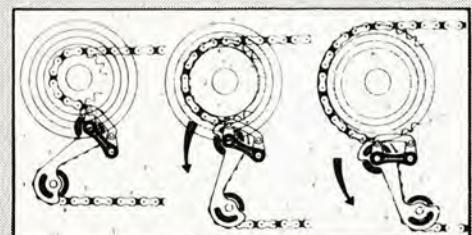
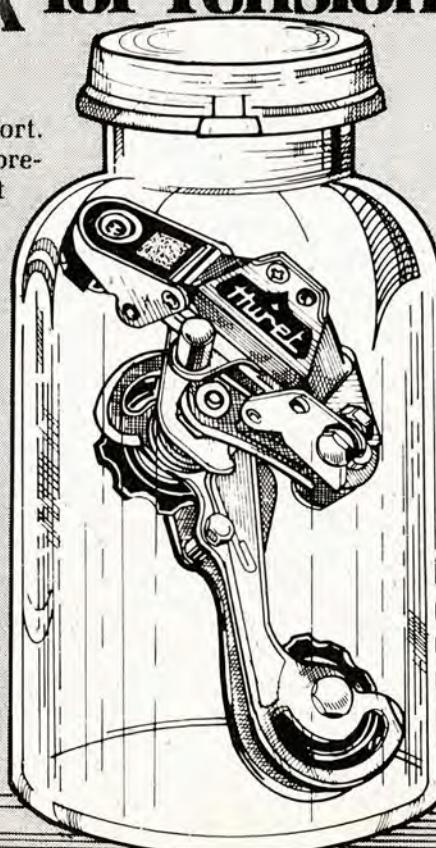
If "the industry over the past few years has seen the closing down of a number of assembly plants and frame building facilities", surely this is because people (customers, we bicyclists) chose the best value for our money: an east Asian 10-speed in preference to an Australian single speed heavy.

Duopar: Rx for Tension Headache

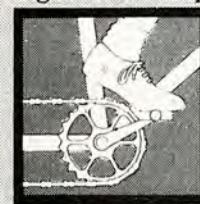
Symptoms: Chain clatter. Discomfort. Leg fatigue. A combination due to imprecise shifting and the inability to shift gears while pedaling uphill.

Prognosis: The use of a wide range freewheel requires a rear derailleur which applies constant tension on the chain.

Remedy: Duopar by Huret. The only derailleur in the world granted a patent for its unique dual parallelogram design. Capacity: 12-36 at the freewheel. Available in Titanium/forged light alloy or light alloy/steel. Duopar maintains constant tension by keeping the length of chain between the upper roller and each freewheel sprocket virtually the same. Result: the smoothest shifting touring derailleur ever!



The Duopar Effect: Second parallelogram maintains same distance between roller and sprocket regardless of sprocket size.



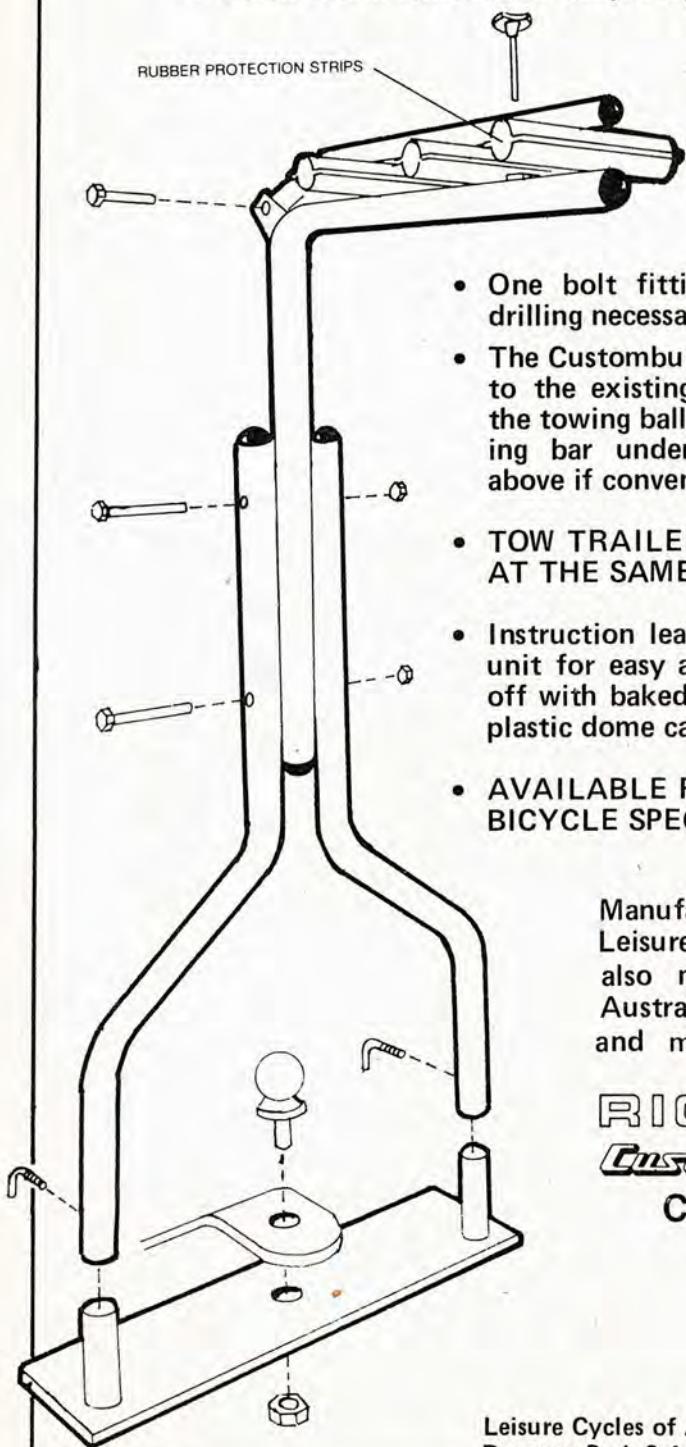
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- One bolt fitting method — no drilling necessary
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- Instruction leaflet supplied with unit for easy assembly. Finished off with baked enamel paint and plastic dome caps.
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also manufacturers of
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Write On

Why should we (or governments acting on our behalf) keep cheap bicycles out of Australia when people are willing to buy them? Let the people decide!

The absurdity of the protectionist argument and the associated "growing unemployment" chimera is demonstrated if we imagine how the local industry and the cycling community would benefit if massive tariffs were imposed on all imported bicycles and parts: Campagnolo, SunTour, Weinmann, Reynolds — the lot.

The fact is that the more people we can get onto bicycles the better! To benefit cycling in Australia over the long term we ought not quibble about whether the spanner is turned in Taiwan or Australia but to campaign for the elimination of all tariffs from all bicycles, parts and accessories. Experience with a cheapo would be a salutary education for thoughtful cyclists who would then be off in droves to their specialist retailer for a quality machine. These quality products and parts would cost less and both cyclists and retailers would benefit. More people could afford the discovery of cycle commuting and touring on the best machines and we'd have more enthusiastic comrades to join the fight against motor vehicles and for cyclists' interests.

Keith Thomas,
Campbell, A.C.T.

Cycling Lemons

I'd like to thank you for the greatest bike magazine dealing with Aussie conditions that there is. (I really lay it on thick.) If any of your readers live or pass through the Blacktown area, watch out for the council trucks, and the young drunks in their battered old cars. I have had the not very nice experience of being run off the road by one of each in the same hour. It was still bright daylight but it appears that cyclists are fair game out here. I didn't manage to get either of their rego numbers, so there's nothing to be done but chalk it up to experience, I might even fit a frame-mounted mirror.

I read Chas Coin's comment on the lemons in the under \$200 bikes available and I can't help but agree, let me elucidate. My present mount was bought from a major retail outlet. (That was my biggest mistake.) When I

rode it home, the rear derailleur was jumping the sprockets. Naturally, I thought it was only my newness to the mechanism. Upon inspection I discovered that it had to be disassembled and tension put into the spring, it just had none in it. After attending to that I was quite content, until I used the front brake ...

To cut a long story short here's a list. Fix rear derailleur, replace front rim, adjust bottom bracket bearings, adjust front and back wheel bearings, replace cotter pins. Nothing beyond a halfway dedicated bicycle freaks ability; but what about all the children that have probably been put off cycling for life because of such half-hearted assembly of otherwise serviceable bikes? There must be some way of getting these money hungry so and so's to realise that bikes should be assembled and test ridden by a person who knows and cares about them.

A. West,
Blacktown NSW.

CYCLISTS' ACCOMMODATION DIRECTORY

The Directory is a list of people who offer simple hospitality to touring cyclists. Anyone on the list can stay with anyone else on the list.

Cyclists who use the Directory are asked to write or call in advance. They are urged not to drop in unannounced.

The first Directory has been sent to everyone in it. The next one will be printed in the summer.

To be listed, please send me your name, address and phone number(s). An indication of where you live (e.g. 35km SE Canberra; 5km W Sydney GPO) would also help. Enclose a self-addressed stamped envelope for your copy of the current Directory.

The Directory is printed and distributed privately and a small donation to help defray costs would be appreciated.

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Freewheeling checks out nine fast movers



Apollo 4 10.75 kg.



Malvern Starr XX 12 kg.



Bennett Mirage 11.75 kg.

The Field

A few years ago this type of bicycle was the kind an enthusiast would have their specialist cycle dealer build to special order. Now days it is the recognition that more and more discerning buyers are wanting quality components on a light weight frame that has brought so many manufacturers into this field. The line up is solid with a cursory glance showing that there are only minor differences between them. Price for what you get on the bike is very similar too.

This survey does not attempt to split hairs. The chart sets out the technical specifications and the notes explaining the various equipment choices. Usually either SunTour or Shimano equipment is used and where possible the differences between the two is explained.

	Apollo 4
Rec. Retail Price	\$379
Frame	CrMo Champion //5
Sizes	Full range
Handlebars	Alloy drop
Handlebar stem	Alloy hex key
Headset	KCL Falcon type
Saddle	Ariake New Jaguar II
Seat Post	SR Laprade Alloy microadjust
Chainwheel set	Shimano 600EX 42-52
Gears	Shimano 600EX
Rear cluster	13-24t 6 speed cassette type
Gear levers	600EX Braze on Down tube
Chain	Uniglide Gold
Pedals	SR-100 Alloy
Hubs (all QU)	Shimano 600EX Low flange
Rims	Araya Mod E 1 inch alloy
Tyres	Skinwall 27 x 1 1/8 90 psi
Brakes	Shimano 600 EX
Toe clips and straps	Yes
Cloth tape (HB)	Yes
Braze on bidon mts.	Yes

LIGHTWEIGHT BICYCLE SURVEY

The Bicycles

It is easy to see why this end of the regular bicycle market is showing the most activity at the moment. There is a growing number of people who are interested in the bicycle as a healthy and efficient recreational tool. This type of person requires a smooth lightweight machine fitted with good quality alloy componetry. This type of bicycle is easily used for lightweight touring, day travel, fast commuting, and road racing. It is an ideal first bike for all lightweight riding.

The Touring Option

All bicycles surveyed could be converted to lightweight touring. A simple do-it-yourself conversion is provided in the notes. This type of touring where minimal gear is taken, is one of the most popular forms of touring in the U.S.A. and Europe.

Lightweight tourers usually eat out at restaurants and stay at hotels, motels, or on site vans.

With this section of the market set to grow, the next few years should see specific touring models available. Two of the models surveyed actually allowed touring modifications. For the cost of additional parts some dealers will set the bike up for touring.

Often with price being a determining factor, the lure of a possible *good deal* can obscure some important considerations when buying a bicycle of this type. Prospective owners of these lightweights should choose their dealer well and ensure that future servicing is available. Some dealers also offer a free service after an initial tuning up period.

Good equipment needs good attention and adjustment. You won't find any of these machines for sale at the local supermarket.

NOTES ON CHART

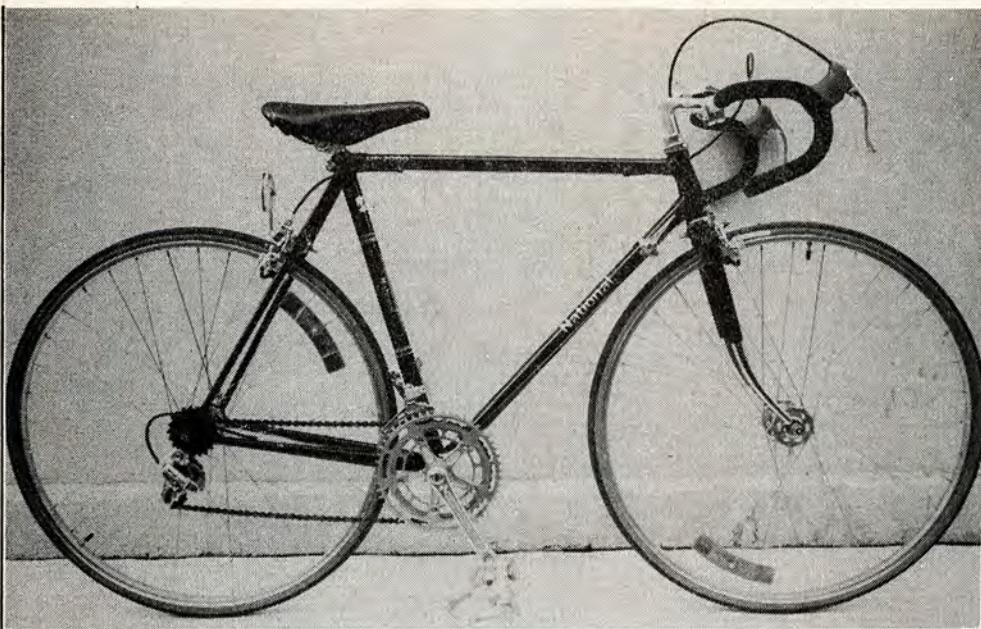
The Frame

In all but two cases the frames are made from Chrome Molybdenum tubing. Most use the Tange Champion number 5 tubing on a stock frame made by Tange. All are Japanese manufacture and have a good trade reputation in this country. The weight of the Cromo frames is comparable to the high tensile steel frames as the comparative weights of the whole bicycles show. These bicycles are lightweights in one sense but not in the same sense as a stripped down track machine with ultra light frame tubing. All frames were fitted with forged dropouts and forktips and the better quality cut type lugs.

The Head Assembly

There were marked differences in the type of headset used. Some

Malvern Star* Double X	Bennett Mirage	National DX2000	Europa SLM	Europa Super Elite Standard	Custom Built/Ricardo Elite	Gemini Royal Dynamic Aero	Gemini Galaxy
\$399	\$399	\$369	\$349	\$399	\$407	\$439	\$350
High Tensile Steel	CrMo Champion #5	High tensile Steel	CrMo Champion #5	CrMo Champion #2	CrMo Champion #5	CrMo Aero tubing	Manganese Mo.
Full range	Full range	Full range	Full range	Full range	Full range	23" only	23" only
Alloy drop	Alloy drop	Alloy drop	Alloy Drop	Alloy Randonneur	Alloy drop	Alloy aero drop	Alloy drop
Alloy hex key	Alloy hex key	Alloy hex key	Alloy hex key	Alloy hex key	Alloy hex key	Alloy hex key	Alloy hex key
600EX Alloy	Tange MA60	WHW	Tange MA60	Tange Falcon	Tange Falcon	Shimano 600AX	Tange MA60
Kashimax Super	Kashimax	Ariake New Jaguar II	W. Anatomic SI M. Kashimax	W. Anatomic SI M. Kashimax	Elina Racing	Kashimax Aero	Painless Super
Alloy standard steel clamp	SR Laprade Alloy microadjust	Alloy standard steel clamp	Alloy Standard steel clamp	SR Laprade alloy microadjust	CRY alloy microadjust	CRY alloy microadjust	CRY alloy microadjust
Shimano 600EX 40-50	Sugino Aero Maxy 42-52	Shimano Tourney 42-52	SR Apex 42-52	Shimano 600EX or SunTour RVX	Shimano 600EX 42-52	Shimano 600AX 42-52	Shimano 600EX 42-52
Shimano 600EX	SunTour BL	Shimano Altus	SunTour Road VX	SunTour Road VX	Shimano 600EX	Shimano 600AX	Shimano 600EX
13-21t 5 speed cassette type	13-26t 6 speed standard type	13-21t 5 speed cassette type	14-34 5 speed standard type	13-18 6 speed Ultra or 14-34 std	14-22t 5 speed gold cassette type	13-18t 5 speed cassette type	13-21t 5 speed cassette type
600EX Down tube	BL Down tube	Altus Down tube	VX Down tube (Bar con option)	VX Down tube (Bar con option)	600EX Down tube	600AX Braze on Down tube	600EX Down tube
Uniglide Gold	HKK Silver	Uniglide Gold	HKK Silver	Ultra 6 or HKK std.	Uniglide Gold	Izumi Silver	Izumi Black
KKT ProVic II Alloy	KKT SYI Alloy	KKT ProVic II Alloy	MKS Quill 2K Alloy cage	MKS Quill 2K Alloy cage	MKS Alloy	Shimano 600AX Alloy aero	MKS Quill 2K Alloy cage
Shimano 600EX High flange	Sunshine Gyromaster LF	Shimano 600 High flange	SunTour Road VX Low flange	Campagnolo Novo Tipo LF	Shimano 600 High flange	Shimano 600AX Low flange	Shimano 600EX Low flange
Araya Std. 20A 27 x 1 1/4 alloy	Araya Mod E 1 inch alloy	Araya Std. 20A 27 x 1 1/4 alloy	Araya Std. 20A 27 x 1 1/4 alloy	Araya Mod E 1 inch alloy	Araya Std. 20A 27 x 1 1/4 alloy	Araya Aero Mod E Type 1 inch	Ukai Mod E 1 inch alloy
Skinwall 27 x 1 1/8 90 psi	Skinwall 27 x 1 90 psi	Skinwall 27 x 1 1/8 90 psi	Skinwall 27 x 1 1/8 (optional - 1 1/4)	Skinwall 27 x 1 1/8 (optional - 1 1/4, 1)	Skinwall 27 x 1 1/8 90 psi	Skinwall 27 x 1 90 psi	Skinwall 27 x 1 1/8 90 psi
Shimano 600EX	Dia compe 500G	Dia compe 500	Dia compe 500G	Optional 500G/600	Shimano 600EX	Shimano 600AX	Shimano 600EX
Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Yes	Yes	Yes	Yes	Yes	Yes	Silver lustrous	Yes
No	Yes	No	Yes	Yes	No	No	No



National DX 2000 12.2 kg.



Europa SLM 11.7 kg.



Europa Super Elite Std 10.6 kg.

models used alloy headsets while others used steel of varying quality. Only the National was fitted with the type of headset you would expect to see on a cheaper model. All bearing surfaces are steel regardless of weather the head set is alloy or steel. Tange Falcon sets are one of the best for value on the market.

Handle bars were all drop type alloy bars of good quality. Stems were like wise and all featured a recessed allen key adjusting bolts. All handle bars were covered with cloth tape except the aero bike which used silver lustrous tape.

The Saddles

The saddles were uniformly of the hard racing type. For high speed women careful selection of saddle type is recommended. In most cases the saddles fitted would not be suitable for women and consultation with your dealer should produce suggestions on womens saddles which could be fitted in place of the standard type. Most men will be hard pressed to pick differences between these saddles. All use a strong nylon base and vinyl covering with minimal padding. Because of the high speed nature of the bicycles design, this type of saddle should suit most men. The brand name of one saddle is *Painless*, however my posterior could prove this name to be suspect over a long tour. (No saddle is completely painless on an extended journey.)

Detail of the SR Laprade alloy seat pillar and allen key fixing bolt on the Bennett Mirage. Other bicycles also used these components.



The Wheels

In all cases good quality Japanese rims were used. The most popular type of rim used was the Araya Mod E which has earned a high reputation in the racing scene. This 1" modular type rim is very strong and will accept 1", 1 1/8" or even 1 1/4" touring types at a pinch. Some bicycles use the Ukai version of this rim.

The other rim most commonly used is the wider Araya or Ukai 27 x 1 1/4" standard (1 1/8" or 1 1/4") alloy rims. These rims are surprisingly strong for a non modular rim. The Araya seems slightly stronger than the Ukai but otherwise they look alike. This wider type rim will not take narrower 1" tyres without adding extra stress to these.

All bicycles were fitted with 1 1/8" gum wall clincher type tyres and Presta valve tubes. Most bicycles surveyed used 15 gauge spokes which should be adequate for the bikes' intended usage. High or low flange hubs are used. All are of comparable quality with the exceptions being the Europa Super Elite which uses quality low flange Campagnolo Nuevo Tipo hubs. The Shimano 600 and SunTour Road VX hubs are comparable in quality.

The Gears

All of the bicycles use either SunTour or Shimano gears. The Shimano gears used are either the popular 600 EX series or the new 600 AX on the Aero bike. Shim-

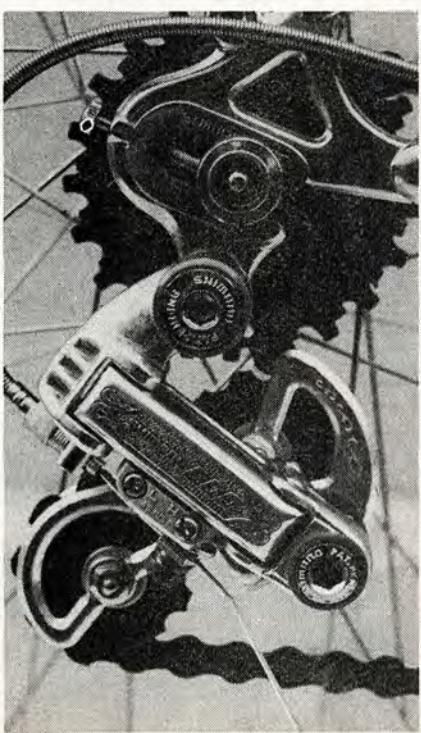
Detail of Shimano 600 EX rear gears used on most models surveyed. This photo shows the quality Shimano dropouts used on the Malvern Star



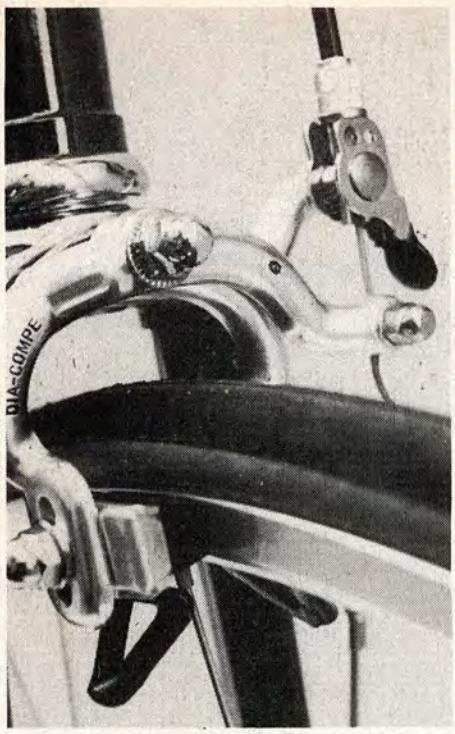
Ricardo Custom Built Elite 11.8 kg.



Gemini Royal Dynamic Aero 11 kg.



Gemini Galaxy 12 kg.



Detail of the fine Dia Compe 500 G brakes fitted to a couple of the survey models. This photo of the Bennett Mirage also shows the Araya Mod E rim.

ano 600EX gears have built a reputation for quality performance at moderate cost. The 600EX front changer is a particular favourite of mine. Only the National uses down-

market gear changers (Shimano Altus). The Europa bicycles offer the option of bar-end lever controls instead of the usual down tube levers. The down tube levers on the Apollo and the Gemini Aero bicycles use a brazed on fitting method. All the bicycles surveyed used brazed on cable guides. The SunTour gears on the Bennett Mirage are the new BL type. These gears operate well as does the Road VX type fitted to the Europa models.

The rear cluster range on most bicycles was suited more to racing than high speed round town riding. The 'one step' 13-18 hub is a racing hub and would be suitable on the flats of Melbourne and Adelaide but a 13-21 or 13-24 is recommended for coping with the Sydney and Brisbane hills. Only the Mirage came fitted as a 12 speed with a standard width 6 speed rear cluster. The drive chains used on all bicycles were a better quality than the standard chains found on down market type bicycles.

The most common type of chainwheel set fitted was the Shimano 600EX with one key release mechanism. This means that a crank puller tool is not needed to remove the crank arm from the axle.

A 6mm allen key is all that is used. A majority of the bicycles used 42-52t ratios and the rest used 50-52t. Though the type of crank set used in all cases allowed rings to be replaced or interchanged, no set permitted lower ring sizes than 39t to be fitted. This means that conversion to a heavy weight touring (front ratios of 36-52 or triple) is not recommended because of the extensive modifications to the existing equipment.

The Brakes

Only two types of brake sets were fitted. The Shimano 600EX and the Dia Compe 500G. The 600EX are slightly spongier on performance and they have a quick release mechanism which fouls the Karrimor type steel rack if one is fitted. (This does not affect the lightweight Blackburn and Japanese alloy racks.) Other than that, both types of brakes work well and the levers are fitted with gum rubber hoods. The levers themselves on both are drilled. The Mirage featured stylish coloured matching outer brake cables.

The Pedals

If upgrading any of these bicycles were to be considered, the starting

A large black and white photograph of a woman's profile, facing right. She is wearing a white Bell bicycle helmet. The background is dark and out of focus. In the bottom left corner, the word 'PRIME' is written in large, bold, white letters. In the bottom right corner, there is a white oval containing the word 'BELL' in a bold, sans-serif font.

point should be the pedals. As the types of pedals used would cost (off the bike) around \$10-15 the next best class of pedals would add a further \$30 to the cost. Though all the pedals fitted will probably perform well over the longer term, a high quality pair of pedals is money well spent. Buyers of any of these bicycles should consider this if they have any cash in reserve at the time of purchase.

An Overview

All of these machines are well constructed, competitively priced and usually it's a matter of "you pays your money, you takes your choice". There are some exceptions but usually if you are out to get the cheapest you will get the lesser quality bicycle. Choose carefully and remember that the dealer and the service they offer is an important factor in the long term enjoyment and performance of the machine.

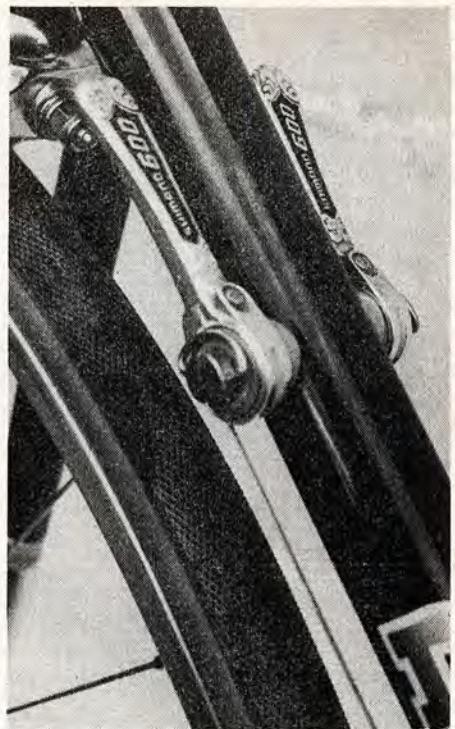
Special mention should finally be given to the Aero bike. The model surveyed is typical of the many differently branded Aero bicycles currently becoming available. Almost all are made in a Shimano factory and feature exclusively products from that group.

There is no doubt that the new Shimano 600AX Aero components perform well and in some cases they offer unique design improvements. The cam operation of the brake set is one example. The Araya Aero rims are a variation of the excellent Modular E type and the hubs feature a recessed spoke head arrangement which allows all of the spokes to come off the outside of the hub flange. The frames feature 'squashed' oval tubing along the tube centres but round at the tips and lugs. Only time will tell whether the oval section sacrifices the strength of the circular shape for the minimal saving in wind resistance of the Aero tube.

The Aero bike is a systems machine and makes certain advances in bicycle technology but as everyone knows until aerodynamic bicycle riders are invented the resultant savings in bicycle wind resistance will only offer a minor advantage to the majority of everyday users.

Touring Conversion

The simple addition of a light weight alloy rear rack makes any of these bicycles into a touring bike. The major change will need to be with the gearing. Most machines surveyed had high racing type gearing. A simple swap of



Detail of brazed-on levers featured on the Apollo 4.

the existing rear cluster for a wide range type 14-34 or 14-28 should give most lightweight tourers low enough gearing. If the 14-34 cluster is used then a long arm derailleur must be fitted in place of the existing short arm model.

A large, high-contrast black and white photograph of a person's profile, facing left. The person is wearing a white Bell Biker helmet. The background is dark and textured. At the bottom of the page, there is a logo for "BELL" inside an oval shape, followed by the words "BIKER HELMET" in a large, bold, sans-serif font.

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Winter Biking in a Cold Cold Climate -and you think you have it hard.

With the chill of winter now with us, the bicycling populations in most of the large cities and towns dwindle noticeably. For those of us who persist the rewards can be many, except if the skies go grey and drizzle starts

The hazzards and severe conditions of the northern European winter are far from the minds of most summer oriented Aussies. To let us know what we are missing out on Dieter Britz writes on his cycling experiences in the icy winters of Denmark.



Have you ever spun your bicycle wheels? At the time of writing this (January 1982), I can do this just about anytime I want to, just by pushing hard on the pedals. We are having an unusually wintery winter this year (for Denmark) and winter cycling is teaching me new things. I suppose there must be plenty of places in Australia where there are snow and ice in winter but I suspect that people stop cycling then, just as, in Newcastle, my cycling friends tended to take "the car" when it rained (the typical Australian bicycle not having mudguards).

Well, in Denmark there are a lot of people who have no car (myself included) and the bike is more than a fun/exercise gadget. All sorts of people, old as well as young, cycle all the year round. Now, Denmark's winters are not normally so cold—the nearness of the sea everywhere

moderates temperatures. Usually, these hover around freezing—a bit below, a bit above—from November to April or May, with a couple of weeks in Jan/Feb of more severe cold. This in itself, as I'll explain, however, brings its own problems.

As everyone knows (I think) this time, right in December, we started with a bang: heavy snowfalls and temperatures down to -20 Celsius, and not moving up very often. In early January we even had -30; this was a new thing to me.

By Christmas, about 1 metre of snow had piled up and not much was being done about it. I rode in the new snow until it got too deep, at about 6"—then it gets impossible. I quickly found I had to put on gum boots (I normally ride/walk in clogs which are cheap and, because of the solid wooden base, keep the feet fairly warm) because the dry snow comes off the front wheel at a dif-

ferent angle than puddle water (i.e. higher), so my mud-flap on the front mud guard didn't help and I got sprayed with snow (and salt) up to the knee.

Needless to say, the cycle ways were soon useless for cycling, with close to 1 metre of snow on them, people used their skis to get to work. I took to the road. When temperatures constantly stay down around -20 Celsius or so, the roads are not too bad — the snow layer is nice and hard, compacted by cars, and the salt doesn't affect it much. So really cold weather is OK, although you miss the safer cycle ways. The trouble starts when things warm up. That layer gets MUSHY and ruts form. You find yourself slithering, the back wheel developing a life of its own (lateral thinking?). This is hard work, trying to hang on! In between, there are stretches of blue ice — not too bad if horizontal but not so good if sloped! Then when it gets colder again after that, those ruts in the mush are now rock-hard furrows, making life difficult. When the cycle ways are eventually cleared (more or less), there are nevertheless heaps of deeper snow at crossings (side tailings from the pusher tractor as it goes along, clearing the road). These get furrowed, of course, and you have to take careful aim to hit them properly. A 3-5 metre, 10 cm wide furrow in ankle-deep frozen mush can take away your sense of control, especially if it is not quite straight.

Salt is the great enemy. Not only does it run off eventually and ruin soil and plants, but I don't believe it does much good. I prefer dry snow to salty mush any day. It can't be too good for the bike, either. My chain is rusty and I can't be bothered greasing it properly; I just dribbled a bit of oil on it a few days ago and it doesn't creak quite so badly anymore. The carrier rack is full of rust and the rear spokes are a mess — it will be a big overhaul in the spring.

The more normal Danish winter has its attractions, too. It might typically be, say, +1 Celsius and drizzling during the day, and then freeze up overnight to -1. So next morning: sheets of level, dull, ice waiting everywhere, not to mention the treacherous thin film of ice on normally rough surfaces that have good runoff. The first winter here, I bought a season bus ticket, partly (in my defence) because I was then taking my son to kindergarten every morning, him sitting in a child's seat on the back, and I was afraid of his getting hurt if we had a fall. But I wasn't too sure that ice was a reasonable surface to ride on, either, until I noticed, from the bus windows, old

ladies (among others) riding along it at high speed. I suppose they can't afford the bus fare, although there are a lot of very fit old ladies in this country. In later winters, I tried it myself and it's not too bad at all. You don't push too hard on the pedals (otherwise you spin your wheels) and you try not to make any sudden moves! You plan your corners carefully in advance, slowing down with care to get around them... I have had one fall on ice: it was a narrow side street that had never been cleared of snow. The thick layer got very compact and when it rained

a few days became pure blue ice. This particular morning it was a blue uneven, rilled surface, covering with water and I found myself suddenly off the bike, sliding about 5 metres along the ice on my seat. It must have been fun to watch (and I did try to enjoy that slide).

In case I'm giving the impression that it is all very tough and unpleasant, let me state that actually, it's fun to see how much you can do and what you can put up with. Certainly, if I had a car, I would not be driving it — I'd still take the bike.

Top: A cycleway in the Danish town of Arhus. *Bottom:* Parked bicycles outside an Arhus University building were in use that day unlike the one on the previous page up to its neck in snow. Photos: D. Britz.



FOOD FOR TRAVELLERS

PART 1 EATING IN

There are many ways of saying it like 'you are what you eat', but good food is the fuel that makes the pedals go round and keeps you going effortlessly. For the modern bicycle traveller there are two ways to eat while on your bicycle holiday eating in or eating out. In this introduction to food for bicycle travellers *Warren Salomon* discusses in some detail both of these ways to enjoyably eat while on tour. Eating in involves finding a country cafe or restaurant whereas eating out involves cooking your own food over a fire or camp stove in the great outdoors. Either way you do it you'll need to eat well to satisfy that hunger you've developed from a day at the pedals.

What ever happened to the country cafe? You remember, the type with booth type seating, mirrors on the walls and those old fashioned ceiling fans which kept the outback air circulating. My own theory is that they disappeared soon after the invention of the take-away hot food cabinets, the ones you see in the front of hamburger shops. The country cafe it seems has disappeared along with the slower lifestyle of the earlier part of this country. It follows that todays ever modern traveller prefers chips and hamburgers ready to go and the most time one can afford to spend is just long enough for the burger patty to be quickly cooked on the hotplate. Yes

we are in an age of fast food for our fast way of life. 'Food to go' as one company advertises it.

Another change which occurred is that no one seems to get on the road early enough to warrant eaterys opening early enough for breakfast. Chips and hamburgers are not exactly the preferred breakfast diet, (I prefer bacon and eggs), fortunately there are still a few places left in the wide brown land of ours which do cater for the traveller who prefers a sit down meal with long drawn out cups of tea or coffee. Usually larger country towns have at least one even though now days they may open late and close early.



The eat in breakfast: Lancaster Lodge near Albury Station NSW.

If your train destination is Albury NSW it means leaving an air conditioned carriage and reassembling bike things on a decidedly chilly station platform.

A good breakfast under these circumstances is essential. The first time I tried to find a good place to get breakfast at this early hour, I was lucky to see a sign near the railway station advertising the nearby Lancaster Lodge in Young Street. It opens at 7 am and the morning I dined there our tour group was its first customers of the day. Later as we were leaving the overnight residents (the Lancaster Lodge is a guest house/motel) were beginning to emerge and the dining room was looking like a full house. Our party numbered five including two hungry nine year olds who promptly ordered breakfast cereal. The adults dutifully ordered bacon and eggs, toast and tea.

It always amazes me how a simple order of bacon and eggs usually arrives plate loaded up with toast tomatoes and the ubiquitous potato chips plus any thing else which takes the cooks fancy. The Lancaster Lodge was no exception. Perhaps bacon and eggs on toast looks lonely without accompaniments. This morning the food was well cooked, presented and appreciated. The kids cereal came in the usual miniature cereal box and they soon followed up with spaghetti on toast while the adults grappled with their chips. Three adults managed to drain two large pots of tea to wash down the generous serving of toast (white sliced) and marmalade.

Left: The eat out-eat in. Three lucky bicycle travellers sample the delicious Devonshire teas at Mrs Fisher's Girween Gardens Comboyne NSW. *Right:* Happy travellers emerge contented from the Lancaster Lodge in Albury NSW.



In all it was voted a good place to start a bicycle journey from. The service was good though it did look like the waiter had his hands full with diners when we left. Prices were very reasonable for a breakfast and they accept Bankcard.

The eat in Lunch: The Potters Pantry Kangaroo Valley NSW.

The wonderful land-locked valley of the Kangaroo River has for years provided a lure for Sydney and Canberra bicycle travellers. It's easy to get into the valley but another matter to get out, as all roads lead up the steep mountain sides. A good lunch before heading out to the coast at Berry or Nowra or the Southern Tablelands is usually a necessity for providing that store of energy, for 600 metres of hill climb.

The Potters Pantry is a pleasant lunching stop in the pretty Kangaroo Valley village. This establishment mainly caters for travellers, and bicycle tourers are becoming an increasing part of their trade. Before facing our climb out to the coast (recommended as the best way out because you at least get a good downhill to Berry or Nowra for your efforts), we refuelled in this attractive reataurant/tea house. The Potters Pantry serves very good (and fresh) Devonshire Teas and light snacks for lunch and morning teas. While the others lashed out at the cream and scones I tried the ploughman's lunch. Traditionally this is fresh hot bread, a pint of bitters, a slab of cheddar cheese and pickled onions. The Kangaroo Valley version as with most Australian copies of imported and traditional food is slightly different. It is basically a cheese plate with pickle and a small salad with fresh roll and a pot of butter. The pint of bitters

was absent but apple cider is a good accompaniment, and, if really needed the beer could be bought from the nearby hotel later.

All of this was taken with tea and coffee. The coffee is percolated and several varieties of tea are served including Twinings favourites. My companions found the scones fresh and delicious. Their prices are reasonable for tea house fare though the service can be very slow during busy periods. Since the Potters Pantry opened in its present form it has received steady to hectic trade and is especially busy on weekends during the Summer.

Eating in on the Bicycle Trail – Three alternative Dinners in Crescent Heads NSW.

To complete the culinary spectrum I chose to review three establishments in Crescent Heads a small coastal town on the Pacific Coast Cycle Trail east of Kempsey NSW.

Crescent Head was the honour of being the one coastal town actually on the bicycle trail. From each direction north or south, it is approached over gravel roads in dubious condition. I've been through this town at least three or four times now and on each occasion had the opportunity to sample the local cuisine. Here are some of those experiences.

There is no hotel as such in Crescent Heads just the Country Club which does serve a sit down meal. In a lot of these places it is good to know what is the best meal to order. Obviously in the heart land of cattle country one does not order seafood. So when in

Ah the take-a-way. The most common form of eat in food stop. Choose carefully here or else your day could be ruined by badly cooked food.



In NSW, Toooths recycle an old concept

There are many people who long for life's old values, values that have disappeared long ago or are simply elusive in today's modern world; a world of change, upheavals, substitutes and shortcuts; a world of efficiency, control, cost consciousness and de-personalisation; a world where old values have gone and Mr. Plastic reigns supreme.

In the old days service was perhaps not as polished as it could have been, but it was friendly and warm. The "old lady" running the dining room knew everyone by name because they were regulars.

She knew their likes and dislikes. She knew about Mr. Smith's well done sausages, knew he was a traveller in chinaware. She knew young Bob Brown sold insurance and that he liked porridge with a jug of cream, followed by eggs, crisp bacon and a hefty helping of bubble n' squeak. A strong pot of tea did not mean a stainless steel jug with an extra tea bag!

Times have changed, the solicitous old matriarchs have gone along with the wholesome rosy-cheeked young waitresses, keen to look after guests' well-being.

Economics have something to do with it, I guess.

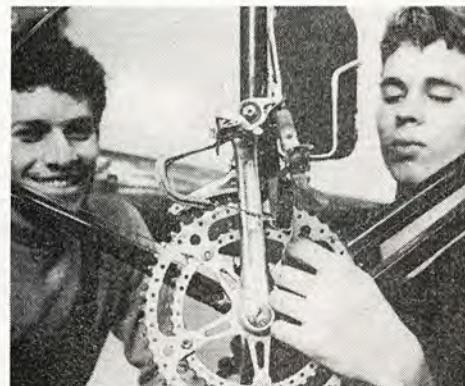
Today many hotel dining rooms are closed and gathering dust...no breakfasts, no lunches, no dinners and often no guests in the rooms. The reason we are told: "People don't stay in pubs anymore" or "We don't serve breakfast, because nobody wants it".

What a damn shame! There is a market. Pub breakfasts used to be famous.

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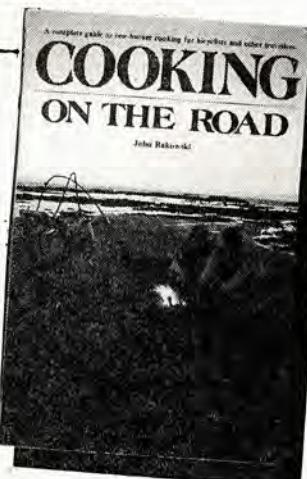
the land of the retired southerner and city tourist ordering the right food can be a problem. The night we dined in the newish surroundings of the Crescent Heads Country Club we ordered the prawn cutlets and later found that there were other things which would have raised our flagging spirits after a long arduous day along the Maria River Road. We should have realized by the prizes being handed out at the raffle drawing across the room from us that plates of meat and chooks were the correct bill of fare. We naively thought that being a coastal town then the seafood was the dish to order. So much for the modern transportation which brought tasteless morsels to our table from far away to the north. The salad which came with the prawns was good and the bar was well stocked (which really explains the lure of the place not to mention the one armed bandits) but forget the coffee (instant), and go straight into the liquors.

The nearby kiosk at the caravan park serves reasonable hamburgers, fairly good chips, and instant take away coffee. This place though not high on my list of culinary delights served the purpose of providing three adults and two children with much needed food and drink after a rainy days ride from Telegraph Point. Hamburgers in a wind blown tent may

not be a gourmets ideal but in the prevailing circumstances a cordon bleu dinner wouldn't have tasted any better. Besides there was no washing up and we were soon able to collapse into our sleeping bags and be thankful for a dry tent space.

One more place needs mentioning to complete the Crescent Heads culinary spectrum. Michael Burlace in his Maitland to Coffs Harbour bicycle trail article in *Freewheeling 10* mentions the best burgers for miles. On a recent tour along the bicycle trail I was able to confirm his opinion and find out just what it is that makes a hungry cyclist woof down not just one but two of these treats. Firstly the shop is not hard to find as it is the first store on the right hand side of the main road coming into town. The store is next to a garage and is easily recognized as a general store rather than a fast food outlet. The hamburgers themselves are more like the idealized type of burger you would make at home rather than the types you see depicted on bill-boards. (Those ones you find aren't at all like the giant poster picture when you actually get to hold one). The burgers themselves seem enormous and consist of real meat patty with lettuce, tomato, beetroot, onion, sauce, on a huge toasted wholemeal bun. A meal in

itself and especially recommended as an alternative to the two other establishments mentioned.



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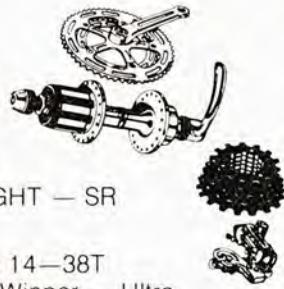
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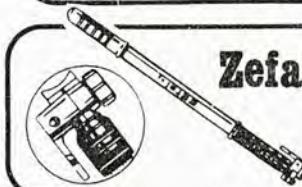
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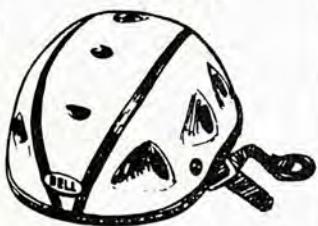
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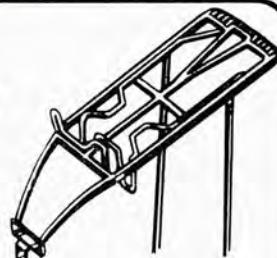
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Photo 1: The railroad bike performs well even in snow. Photos by Pat Fiske.

THE U.S. RAILROAD BIKE

Turning Rails into Trails

by Mark Hansen

I have built a railroad bike to ride either on railroad tracks or the street. My purpose for this type of vehicle was to cover the shortest distance between my home and town which just so happens to be the railroad tracks. This vehicle will support two or three people or 700 pounds. With just myself riding I can usually travel about 15 mph - half that fast with a passenger. I recommend using a Schwinn Typhoon because of its strength. There is also the advantage of a two speed gear located in the rear axle that is operated by touching back on the pedals. I wouldn't recommend using a ten speed bicycle unless you just plan on transporting yourself.

Passenger Wheel

The outer passenger wheel is a Schwinn steel front rim. As shown in Photo 1, the passenger is supported by two inch channel iron. The horizontal strap around the wheel is one eighth inch iron strap and the piece over the top of the wheel is one half inch conduit. I highly recommend this piece to keep the expansion bridges from twisting.

Bogie Wheels

As shown in Photo 2, the railroad bike is anchored to the tracks by two bogie wheels. These are four-inch lawn mower wheels with ball bearings. They are set at 45 degrees and run on both edges of the

rail at the very point where the front wheel meets the track. The wheels are attached to seven-eighths inch square tubing which telescopes into one inch turbine. They raise or lower for street or rail use and are held in place with a lock nut. The square tubing is connected to two inch channel iron and to a yoke around the front wheel as shown in Photo 2. This yoke can be locked in place for rail use.

Expansion Bridge

The driver and passenger units are connected via an expansion bridge as shown in Photo . This bridge is made from one inch conduit. The foremost piece of conduit is welded directly behind the steering column and extends to the front of

the passenger wheel harness. This handles the stress that is directed backwards when there is a passenger. The rear section of conduit extends from the rear bicycle axle to the rear side of the passenger wheel harness. This handles the stress in a forward direction. The third section of conduit goes from under the bicycle seat to the top of the passenger wheel harness. This handles side stress. Cross braces between the pieces of conduit add to strength. I suggest using electrical conduit for this purpose because it's very light but strong material and holds a weld without any problems.

The vehicle weighs a total of 63 pounds which isn't difficult to manage. This is important because every so often it is necessary to lift the bike off of the rails if a train is approaching.

Safety

There are obvious safety and legal hassles involved in operating a railroad bike. I personally have not had any problems. I run on a familiar piece of track and know the schedules. Section crews have not bothered me. However, I could not recommend that anyone operate such a vehicle except at their own risk from a safety and legal viewpoint. Also, using the tracks for this purpose is clearly in violation of the "No Trespassing" signs located at various points along the track. It would be interesting to explore the possibilities of making this form of transportation legal since the railroads do rent trail wheels for automobile use under some circumstances. Furthermore there are many miles of abandoned track where a railroad bike could well be used to provide cheap transportation. Why not save these lines for public use?

Conclusion

If you are interested in experimenting with this type of vehicle, I suggest referring to the MACHINISTS'S HANDBOOK for strength and size of materials needed. There are many possibilities for this type of vehicle ranging from a single passenger pedal power bicycle to a multi-passenger engine driven rig. I am currently working on a sail for my bike to take advantage of the winds. I am anxious to hear about any new or different ideas you may have on railroad bikes.

Mark Hansen

P.O. Box 203, Onamia, MN 56359

The Railroad Bicycle in Australia

As you would expect the reaction by transport officials to the concept of a railroad bicycle using *live* rails was negative. The SRA, Vicrail and QGR all stressed the dangers and the illegality of using their track.

What they didn't say was that because of their enthusiasm to close down branch lines in recent years, there are many kilometres of usable track throughout the countryside. The problems for the railbiker with a lot of these tracks is new tree growth and in some cases the removal of bridges by the rail departments when the line was closed.



Photo 2: Detail of front bogie wheels.

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A Wet Tour of Watagan Mountains

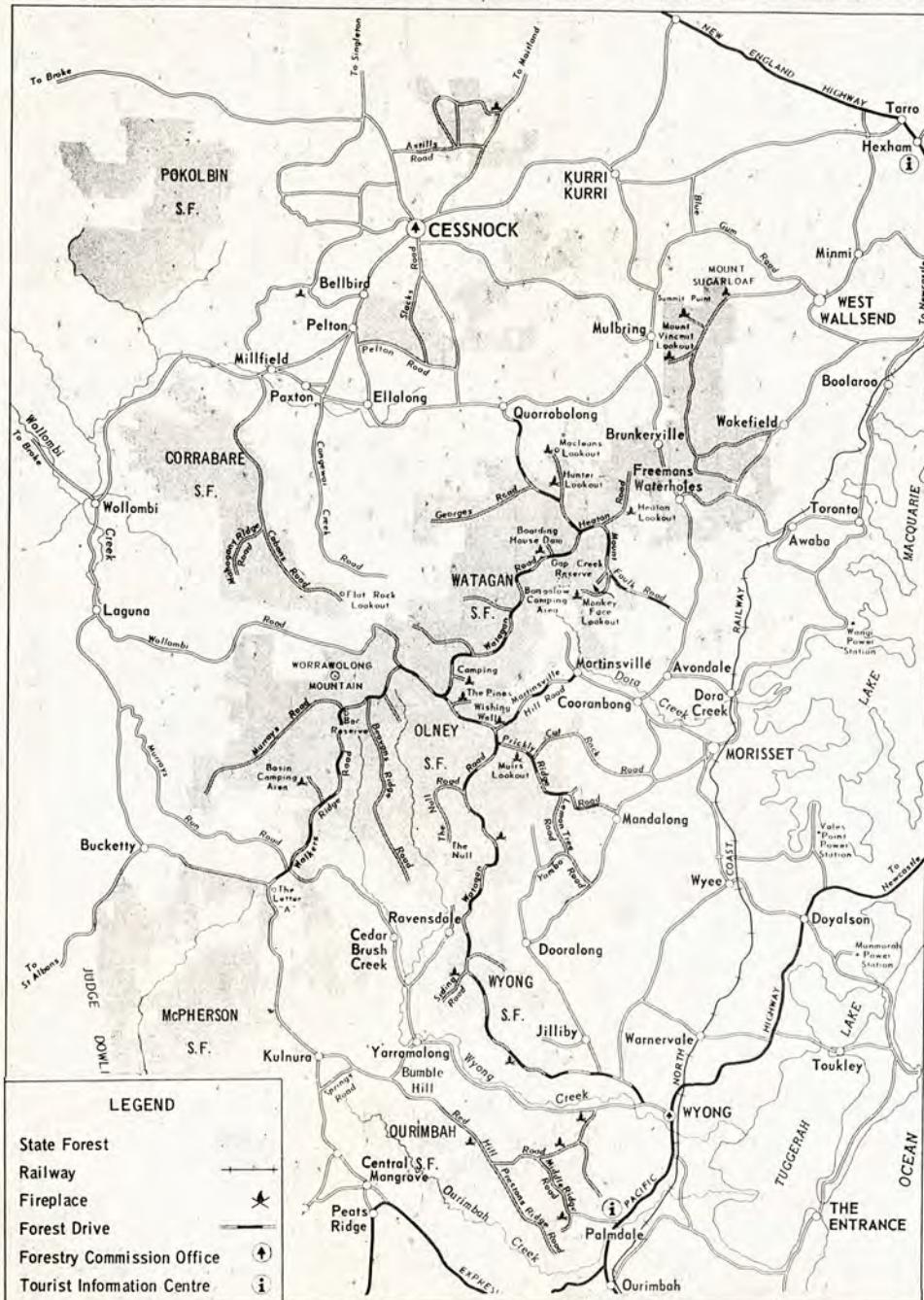
by Jim Scarsbrook

West of Wyong, on the Central Coast of NSW lie the Watagan mountains, an exceptionally large area of heavily timbered valleys and peaks. The creeks that rise in this area often support temperate rainforest. A large proportion of the area is state forest, and thus a large network of forest roads and fire trails afford the cyclist a great opportunity to see this area. Overnight touring is easily undertaken from Wyong or Morisset rail, or from the Pacific Cycle Trail at Cessnock or Wollombi.

While camping is usually allowed anywhere in the state forests (except picnic areas), there are good campsites provided with water and comfort cubicles at The Pines, Turpentine Camp, The Basin and Bangalow Campsite. The roads are challenging, some being smooth gravel, some sneaky sand and some rocky. Generally all are passable even after rain (that's one over the car) and being mountains there are some ups and downs. Wallabies, goannas, the occasional wombat and a fair selection of birds are usually seen.

Sometimes trips do not always go as planned, so our last trip in the area may be of interest. Last winter found about ten of us setting out from Wyong station in between heavy downpours. By the time we had followed Wyong Creek up to Yarramalong, we had managed to grow to 13, upset a local who thought we had designs on one of his friesians and fixed the usual broken gears and collapsing panniers. The general store here made the oldies a good cuppa before we set out for Cedar Brush Creek and the big climb to Walkers Ridge Road. The rain was holding off, but it was about here we lost a couple of bogs who had to be rescued by a co-opted vehicle.

The rain rejoined us while the daylight departed. The energetic were arriving at the Pines Campsite but the not so energetic, which included the leader, tried





a new pastime: cycling the Watagans at night in the drizzle, an experience not to be forgotten nor repeated. Well this time we didn't have the exciting sand drifts that a previous trip provided! A blazing fire and hot food does wonders.

The next morning we awoke to the magpies in the *Pinus elliottii* all around us, followed by the falling rain. We walked our bikes along the walking trail to the Pines Picnic Area, even managing to lose one member in the first 500 metres! Then we cycled in thick fog down to Muris Lookout. The moisture dripped from trees and the occasional vehicle that materialised from the white made it all so primeval. The swish of the gravel from under our tyres the only sound. The fog and rain lifted as we dropped down from the lookout, and the patches of rainforest added something. So did the patches of mud. On Lemon Tree Road above Dooralang, we rounded a bend and found the slippery mud had claimed some victims. Bikes and bodies were extricated with only minor gashes and bends, luckily. Lunch and on to Jilliby where unfortunately one of our party rode into a 5cm puddle and found it 90cm deep. A complete somersault, blood and much cycle damage resulted. First time I ever saw a buckle rectified by laying it on the road and jumping on it. Something else worked after belting the guide post. We all arrived back at Wyong in time for the train. Several pointed out that my one-star grading for the trip should have been five, but whatever, cycle trips to the Watagans are always interesting.

"Mist in the trees and a cheery smile to start the day as our group prepares to depart from the Pines campsite."

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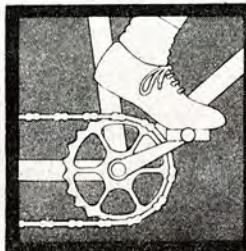
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PEDLAR

BICYCLING
SOUTH AUST.

Wheels are turning in Adelaide



Cycling in a Festival State

Bicycling in Adelaide is catching on. As other items on these pages show much is already happening and government support is there.

In late May *Freewheeling* publisher Warren Salomon, addressed the inaugural meeting of the South Australian Touring Cyclists.

While he was in Adelaide, Warren spoke with members of the South Australian State Bicycle Committee (SASBC) on a number of issues including their participation in a planned Bicentennial bicycling event.

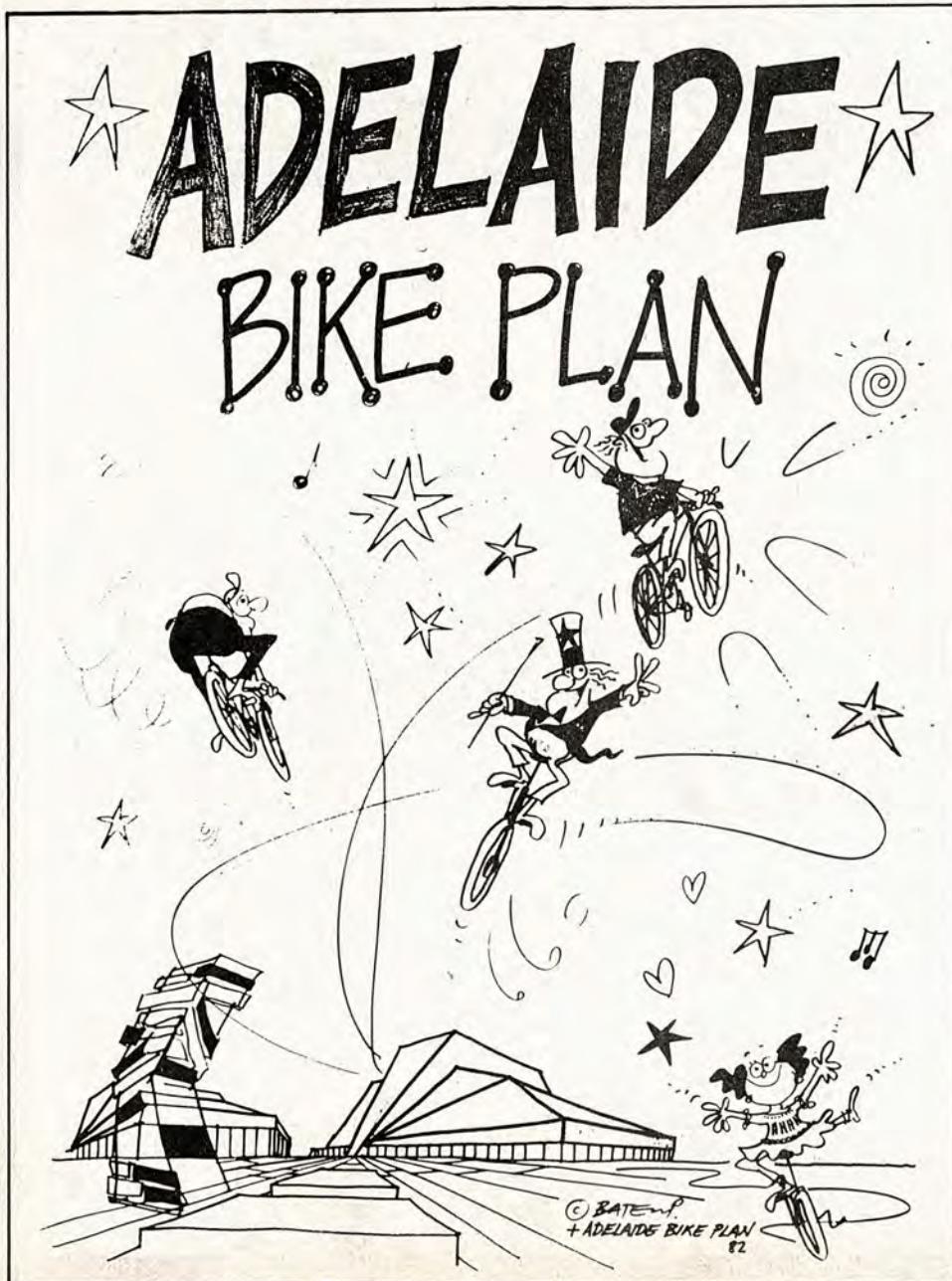
The South Australians are keen to develop regional cycle guides and co-operate with the Australian Cycle Trails group to develop the national cycle trail linking Adelaide to Melbourne via the coast.

A quick survey of the central city area showed that bicycle facilities presently installed are being used to near capacity.

With the Adelaide Bike Plan due to go on public display around late July, and the touring scene well under way, the future looks good.

Moves are also under way for a strengthening of the local bicycle industry by the formation of a South Australian Bicycle Traders Association.

An effective public awareness campaign to promote dealer services and specialties is needed and it would be good to see such a programme coming from the South Australians.



Photos on previous page: Top: An Adelaide cyclist swoops along a wonderful track through the South Parklands. Unfortunately there are busy streets at each end of this path. Below: Two people working for improved cycling facilities in Adelaide are (left) Tony Adams who is heading the team of consultants currently preparing the Adelaide Bikeplan and (right) Bill Hickling who is the local government representative on the State Bicycle Committee. Both are regular bike riders and are seen here admiring Tony's brand new ten-speed.



South Australian Bicycle Clubs and Organisations

There are a number of cycling clubs and organisations in Adelaide. These clubs offer a wide variety of cycling activities ranging from family 'fun' rides to competitive road racing. Details of some of these groups are given below.

Amateur Cycling Association of SA

This Association is the parent body for some nine amateur road racing clubs in the metropolitan area. The combined membership of these clubs is approximately 2000.

Contact Mr Max O'Neill
57 Wallala Avenue
Park Holme 5043
Telephone 276 4850

Bicycle Motocross Association of SA

BMX racing is an extremely popular and fast growing sport among the younger age group. A number of BMX tracks have been constructed in Adelaide in recent years and several more are currently in the planning stage.

Contact Mr Warren Young
P.O. Box 13
Ingle Farm 5098
Telephone 263 1118

Cycle Speedway Association

Contact Mr Mike Harley
349 Torrens Road
Kilkenny 5009

Cyclist Protection Association

The principal function of the Association is to lobby for better facilities and conditions for cyclists. It is represented on the State Bicycle Committee. The association runs an insurance scheme and organises tours. Contact Mr Hans Penning
G.P.O. Box 792
Adelaide 5000
Telephone 263 4031 (home)

League of Wheelmen (Professional)

The League is the controlling body of professional racing cycling in South Australia. It comprises affiliated clubs including the Norwood Cycle Club, and Veteran Cyclists Association who organise regular racing events at Outer Harbor, Adelaide.

Contact Mrs P Keegan
21 Sutton Avenue
Seacombe Gardens 5047
Telephone 296 1850

Southern Districts Veteran Cycling Club

The club conducts registered amateur veteran racing (35 years and over) each week as well as touring rides in the Southern Vales area (touring riders under 14 years must be accompanied by a parent).

Contact Mr Bob Goddard
Shop 4, 125 Beach Road
Christies Beach 5165

Cycling for Pleasure Group Inc.

Also represented on the State Bicycle Committee, this club holds regular rural and urban bike rides for all grades of cyclists. Contact Mr Ian Wray
15 Donald Street
Highbury 5089
Telephone 337 4214

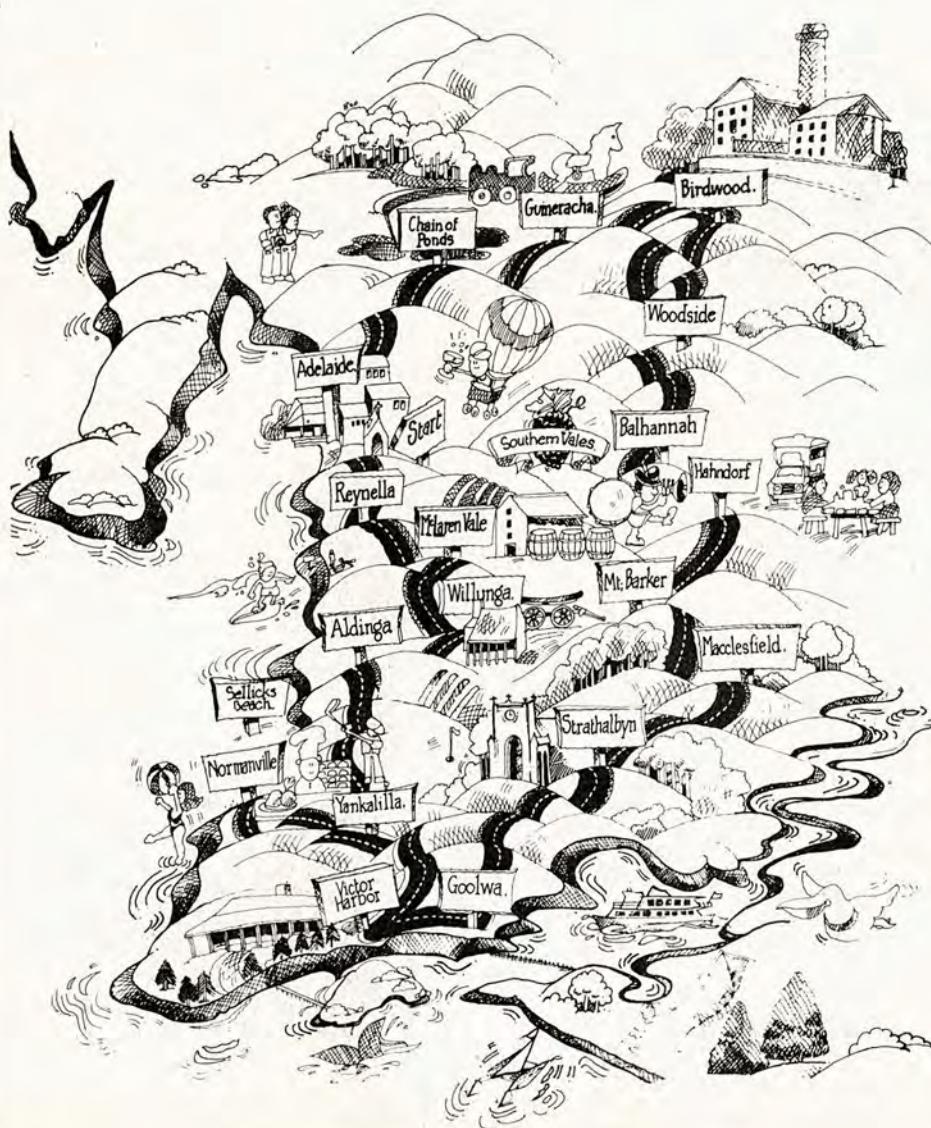
Mitcham Hills-Coromandel Valley Cycle Track Committee

This Committee, comprises residents, school representatives and other community organisations, came together to consider the needs of cyclists with a strong emphasis on safety for children and access to schools. A system of bikeways has been established along the Belair-Blackwood ridge — and through the Munnow Creek-Coromandel Valley area to serve schools, community facilities and parks in the district. Contact Ms Gail Thredgold

8 Hovea Street
Blackwood 5051
Telephone 278 5064

South Australian Touring Cyclists

This group aims to cater for the tourer by organizing a programme of rides to explore the rural countryside. Contact: Michael Doube 278 1669.



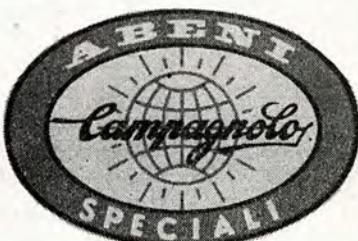
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“In recent years, Adelaide has seen a marked increase in the use of the bicycle. It is estimated that here are currently about 200,000 regular cyclists in the Metropolitan Area with over two thirds of these being school age children who rely on the bicycle as the primary means of transport.

The State Government, recognizing the need to cater for the increase in bicycle use and to reverse the current accident trend, has in recent years made available, through the State Bicycle Committee, \$250,000 (including the Local Government contribution) per year for the construction of bikeways and other facilities for cyclists. This money, allocated to Councils on a two-thirds share basis, has done much to improve conditions for cyclists in Adelaide and urban centres throughout the State. To further the Government's policy in increasing the safety and use of the bicycle, it has now provided an additional \$200,000 for the preparation of a comprehensive Bike Plan for Adelaide and engaged two companies, GHD Transportation Consultants Pty Ltd and Kinhill Pty Ltd to carry out the work.

The Adelaide Bike Plan will set out a framework for the implementation of a variety of engineering and non-engineering measures and programs. These will be the responsibilities of Government Agencies and Councils on an integrated basis and will require the cooperation of all organisations responsible for the management of Adelaide to ensure that the needs of cyclists receive due consideration in the City's planning, transport, funding and institutional processes. We strongly believe that this course of action will yield high levels of social and economic benefits to the community. **”**

From a statement by Michael Wilson, Minister of Transport, South Australia.

Adventure Cycling in Europe

International bicycle travel is the recreation of the nineteen eighties. Up until now access information for many overseas countries has been scarce. One such area is Europe and many have been discouraged from exploring the many different cultures of those countries.

Bicycles are these days carried free on most airline companies flying out of Australia. So, equipped with a copy of John Rakowski's book *Adventure Cycling in Europe* and packed up bicycle, the real but hidden world of Europe can become your next travel destination.

Rosemary Smith has travelled extensively in Europe and the Americas and is a personal friend of the author. Who better than to review this worthwhile addition to the growing list of cycling guide books.

Skaerbak, Denmark. Photo: John Rakowski



Book Review

This book is different from most others available about cycle touring in Europe. It assumes that you do know what a bicycle is, and that you do not need convincing about the enjoyment of cycling. Whether you know how to fix your bike or not is irrelevant to the book. In other words, it is not a primer, but deals only with touring. "It tells you what to expect overseas, bike-wise, and how to cope with the pretour concerns of security, accommodations and foul weather". Plus a wealth of other information I have not seen in any similar book.

John has a relaxed style of writing (which matches his cycling and living styles); the book is well written, easily readable and scattered with personal anecdotes.

The contents are split into 3 distinct parts. The first, Techniques, is an over-view of cycle touring. It deals with the general needs of a trip: what to take on a bicycle; where to go in Europe and what to expect there; how to keep yourself well, clean and happy.

Appendices, the third part, tabulates data found in the rest of the book. These include an index for bicycling organisations and map sources, and even one for national car licence plate prefixes.

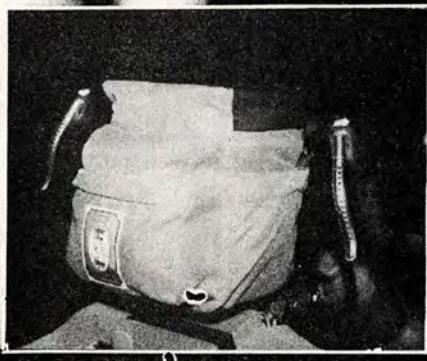
The second part, Country-by-Country Descriptions, is just that. The bulk of the book, this 2nd part takes up 7-8 pages for each country. (No prizes for working out the total pages.) The chapters for each country are broken down into several sections.

To start with, most of them have 1 or 2 suggested tours. It is a good method to acquaint you with the country immediately. You get an idea of distances, terrain and the types of roads. To be forewarned about a nasty climb out of Trieste to Ljubljana in Yugoslavia, for instance, can make a great difference to your planning. One of the tours is a ride I did with John from Stavanger in the south of Norway to Nordkapp, the most northern point of Europe. That journey took us a month to cycle over 2000 kms. Next time I go to Norway, I will also visit the Lofoten and Vesterålen islands, off the coast near Bodø. From all accounts, they are worth a trip on their own.

The cover spiel to the book says that John rode all these tours himself. Though he has cycled in many of the countries and on some of the described tours, parts of the data were provided by other bike tourers who actually cycled there. Articles by John in

CAN YOU AFFORD TO BE WITHOUT EARLY WARNING PROTECTION?

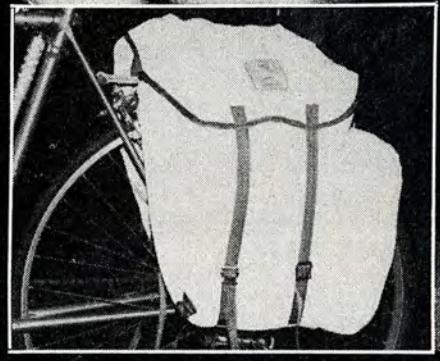
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This photograph was taken under actual on road conditions using car headlights and electronic flash. Technical details: f8 for 6 sec.
FREEWHEELING 34

Bicycling, USA between 1975-76 attest to his epic round-the-world journey done the previous year.

Following after the Suggested Tours, there is more detailed information on the terrain and traffic, and on maps. Did you know, for example, that you cannot buy a map of Romania in the country itself? I always have a map of a country before entering it in case there is none available internally. For me, maps are my diary, my memory-prodder. I paw over them while preparing a trip, refer to them often while travelling, and by the end of the trip, they become part of my valued possessions. Ask me a question about a trip and I will get out the map before answering.

For the best cycling time, John goes into more detail, even down to what public holiday weekends to avoid riding in. I am more rule-of-thumb: it is too cold (and dark) in winter in northern Europe and too hot in summer in southern Europe for cycling; and rain has no particular season, just often. You can come undone, even with the best-prepared plans. It snowed on us in Holland in May. On the other hand, in 3 weeks of cycling in northern Spain in August, my rain cape stayed buried at the bottom of the pannier the whole time.

There is good coverage for those who are concerned or interested in bike equipment, rentals and transportation. Many people do not know (why should they, if they have not been overseas yet) that bicycle travel free as part of their personal luggage on international flights. Only once have I boxed the bike, and then by choice than necessity because one was available. I have my own general rule again: I take it with me and keep it with me. Some other time I will tell you about travelling by train in New Zealand.

Without prior knowledge, you could have real problems just getting into a country. You may need a visa, inoculations (though rarely), pre-exchange money for each day, as in Poland, or pre-paid camping vouchers, as in Bulgaria (non-refundable). The East Europe bloc has the most hassles. When a visa is required, (almost without exception) it is advisable to get one before reaching the border. It is not easy sometimes. When I tried to get a visa for Romania in London, I found that it was valid for only up to 3 months. As it would be more than 3 months before I arrived at Romania, I had to wait to get a visa along the way. These are problems you could do without.

The languages within each country are mentioned. It is impossible

to learn every language but it is useful to know whether English will get you very far or not. Often another European language, such as German, is more common in many countries. In the Appendices section, a biker's vocabulary is given, a list of 30-odd bicycle parts in 5 languages. We carried a list of our basic foods and as soon as we entered a new country, we asked the local name for them.

The costing of a tour, particularly a lengthy one, is important for most of us. The book gives an idea of how much you would have to spend in each country. It could have a significant influence on how you plan your trip. Since the emphasis is on low-cost touring, you are unlikely to find much data on classier hotels and restaurants. In Norway, we spent \$10 a day each and as John puts it, "with a near-Spartan regimen. That included no restaurant meals, hotels or liquor." And it was a strain. I think it is better to allow for an occasional break in severe budgetting. Start your tour in the expensive north and you will find that the further south you go, the further your dollar will go also. The costs are for living on the road only, they do not include those little goodies that you may pick up for yourself or family.

All forms of accommodation and how much you can expect to pay for them are covered. There is also mention of the possibilities of free camping, a bonus in many ways.

Rosemary Smith checks her panniers some where in Sweden. Photo: John Rakowski.

The book is written for American circulation so the prices quoted in the book are in US dollars and are of course now out of date. The latest price is for 1980. "The most recent data is better than none." With some conversion and extrapolation, the prices are also meaningful to Australians. Embassy addresses, all for the USA, means that we have to do work ourselves for relevant addresses.

A good amount of copy is devoted to food. One of the real advantages of cycling is that it is almost impossible to over-eat, you know that you are going to cycle off all that delicious fresh bread you devoured at lunch. To keep costs of a tour down, John emphasises doing your own cooking. In fact, his one other published book is called "Cooking on the Road", filled with recipes to add variety and plenty of spice to your culinary tastes. I am not sure whether John cycles to eat or eats to cycle. But then it does not really matter, both are such pleasurable activities.

At the end of the chapter on each country are useful addresses and further reading. *Adventure Cycling* gives you mainly data pertaining to a tour, it gives no history of a country, or its culture, its soul if you like. The extra books quoted may help fill that gap.

The book itself also fills a gap, one that cyclists have needed for some time. It is a valuable book for those intending to cycle in Europe. For all you non-intentionals, get it also, see how the rest of us does it, and you may very well change your mind.



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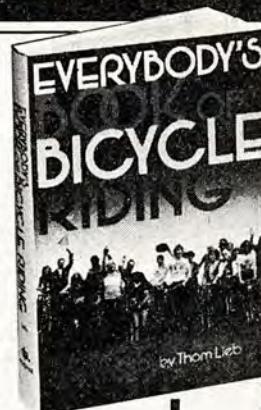
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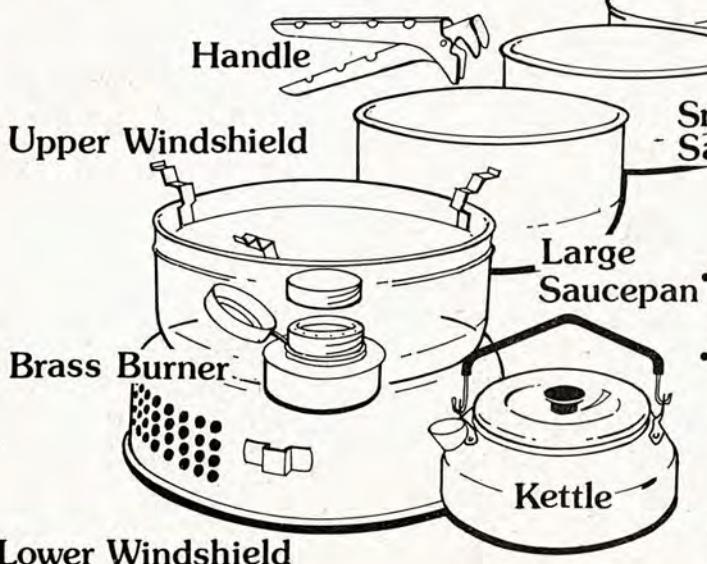
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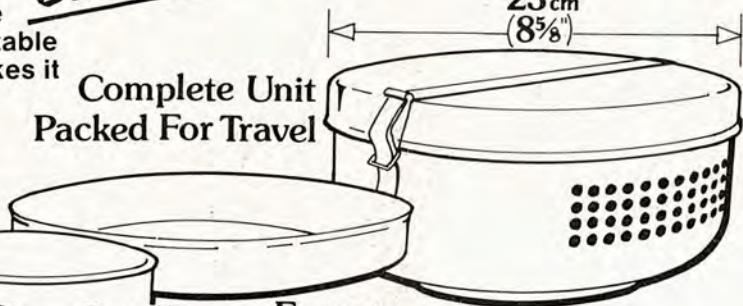


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Bikepath Beginnings

A brief account of the early days of bicycle planning



by Jim Fitzpatrick

In the annals of planning for pushbikes down under, there is really little new under the sun. The issues being confronted today were often encountered in the 1890s, in concept if not in detail.

Australians looked at the pneumatic-tired safety bicycle, first sold commercially in Melbourne in 1890, and wondered what would become of it. They soon found out. By 1900, 200,000 had been bought nationally. But however valuable the bicycle might be, or widespread its use, it did not rank high in the eyes of non-cyclists. Riders were snapped at by teamsters with their whips and by dogs with their teeth: they countered with abusive language, court action and ammonia-filled squirt guns.

Some clergymen contended that pedalers only hastened their descent into Hell

This bicycle pad south east of Kalgoorlie, WA, was photographed in the early 1930's. (From *Bicycles and the Bush* by Jim Fitzpatrick).

itself: bikers responded by organising church parades and pedalling to the pews.

Cyclists also quickly discovered that if they wanted something done for themselves, they would have to do it themselves. Thus it was in the beginning and, to a large extent, still is. When they sought the pleasures of rural touring and found themselves lost on unmarked country roads, they resolved the matter by drawing up the country's first modern road maps and founding touring clubs, the forerunners of the modern motoring organisations.

When they punctured innumerable tyres on horseshoe nails and bluemetals and bogged in sand and mud, they concluded that they needed exclusive routes,

appropriately surfaced: the bicycle path movement had begun.

The machine revolutionised personal transport in Australia. Whether one saw it as the panacea to urban transport problems, or a nuisance, it forced many to re-think the nature of publicly-funded transport networks, who they were to serve, how they were to do it, and where bicycles fitted in. Many cyclists came to the conclusion that however and whenever things came to be as they had, the results were definitely not in their favour. As is wont with certain individuals, they set out to make things better. Some of them belonged to a sub-species that today would be known as *plannerus urbanus cyclos*. At that time the genus, though evident, was not formally classified; they were known simply as stirrers and visionaries.

It is not known when the first cyclist was killed or injured by a motor vehicle in Australia. And it does not really matter. There were plenty of precedents for wreaking death and injury upon the pedaller. Some could be quite painful, a few were self-inflictable, and all – in the case of death – were equally conclusive. Man's best friend will suffice as an example. In 1899 a Fremantle cyclist, dodging a dog, ran into a cart and was killed; the same occurred in 1910 in Queensland (with a different rider, of course, and, presumably, dog).

A Victorian rider in 1911 fractured his skull after a canine collision. He had obviously not adhered to the instructions of one cycling writer: "ride directly at the dog so as to strike him with the steering wheel straight on. The handlebars must be held rigidly, and the pressure on the foot which is uppermost should be increased."

Cyclists also ran into such harmless animals as cows, and over at least one Geelong drunk, who had lain on the ground to sleep it off – he died from the subsequent skull fracture. And a cyclist commiserating with another about road hazards might well be looking a hazard in the eyes: several pedallers died from running into one another.

Cycling on Australian urban streets at the turn of the century posed another problem – vehicular traffic. Although horses and wagons had not yet been displayed by motor cars and trucks (trams have remained the same), the effect was remarkably similar to today. J. McPhillamy offered his view to the New South Wales *Cycling Gazette*'s readers in July 1898:

We have often been asked by members and friends for advice concerning tiding in traffic. The streets of Sydney, by reason of their narrowness, are invariably in a state of congestion of vehicles during all hours of the day . . . As a start off, let the rider make his will . . . Having satisfactorily settled this matter, he can boldly launch himself into the stream and enjoy the novel sensations that will accrue . . . Never shave the curb too close if jammed against it by a brewer's wagon. The pedal is apt to make unbocom-

ing scratches in the stone work . . . Ring your bell continuously — not a weak tinkle every few yards — but keep the clapper going. The music thus created blends most harmoniously with the roar of wheels on every side . . . If you do happen to collide with a pedestrian, don't apologise, but, having restored him or her to the perpendicular, engage the victim in light conversation. This disarms suspicion . . . If you must fall, on no account roll under the wheels of passing vehicles. Such a procedure only makes an ugly mess on the roadway . . . in this connection our Obituary Editor can be relied upon at a pinch to produce a well-turned effusion . . . We would like to say here that, if there is any other way of proceeding through the city — even if it is along the tops of the houses or awnings, instead of having to resort to the roadway — then our advice is to take that route.

Some cyclists inclined towards the writer's advice, at least to the extent of seeking the solace of the footpaths. Not surprisingly, they contained a high density of pedestrians. This led councils to become concerned at the problem, and in one Hawthorn meeting they railed at the riders. A cyclist countered with the observation that he would gladly refrain from riding on the footpath, if only the Council would somehow indicate where the muddy road ended and the muddy footpath began. This argument was a bit insincere, however. In fact the footpaths were generally less dusty or muddy (depending upon the season), smoother,

and often protected by verandahs. That was often why cyclists took to riding on them in the first place.

There were a couple of alternatives for cyclists not wishing to compete with pedestrians or vehicles for travelling space. One was to have a portion of the road or footpath marked off for their exclusive use. This was rare in early Australian cycling history. But there was one notable exception: Kalgoorlie. There, in the late 1890s, the outer part of many footpaths were given over to cyclists' use. Whether the lanes were specifically marked is not clear, but it was common public knowledge that they were distinctly the pushbikers' province.

Complaints still emanated from this arrangement, with its close proximity of pedestrians and pedallers. One letter to the editor decried the cyclists who, encroaching upon the footpaths, threatened to monopolise them. Another chastised those who silently approached — and suddenly rang their bells, presumably revelling in the start given the unwary walker.

Completely separate cycle paths were another possibility. References in newspapers and cycle journals suggest that such paths were at least contemplated by various councils in the major Australian metropolitan areas. However, records do not indicate that many were ever built. In Sydney, circa 1900, for example, a cycle path was reputedly constructed somewhere north of Manly, and a recreational one definitely built in Moore Park.

And certainly a number of existing off-road paths, such as along the Yarra River in Melbourne, for example, were heavily used by commuting cyclists. None of these, though, appears to have been marked for the sole use of pedallers.

What cycle paths did exist appear to have been relatively informal. A photograph in *The Australasian*, in November 1899, for instance, shows two boys on a cycle path; but it is quite crude, and the magazine did not even identify where it was or any circumstances surrounding its development.

While there may have been few formal cycle path developments, in many cities and towns cyclists were given respect and consideration by other road users, especially where large numbers of them travelled to work on the machines. Between Kalgoorlie and Boulder, for example, workers commuted mostly by bicycle from the turn of the century until several decades later. According to early residents interviewed, they were given their fair share of the road; partly because the other road users were their workmates, and partly because they were simply so many commuting cyclists.

This applied to other areas as well. Between Newcastle and Maitland, for example, a two-day traffic tally in 1925 counted 5,511 bicycles and only 2,573 motorcycles and cars. Extensive numbers of cycling commuters were still found in some Australian towns even into the 1950s. Whyalla and Port Pirie, with their large industrial works, close-by residences, flat terrain and mild weather come immediately to mind.

If there were few cycle path developments in Australian urban areas, the same cannot be said of some rural regions. Surprisingly, the most extensive and heavily used cycle path network yet seen in this country, comprised of both formal and informal paths, was on the Western Australian goldfields, from the mid-1890s through the 1930s. There, the bicycle proved invaluable. It did not need food or water, did not drop dead from eating poisonous plants, was much cheaper than a horse or camel to buy and provide for, and was two to three times as fast through the bush as either of those animals.

The widespread use of large numbers of camels to deliver supplies to the many scattered communities proved a godsend to cyclists. In carrying cargo through the bush, "on stony country, pack camels in single file very soon . . . swept loose stones away, or if the ground was damp and the camels were heavily loaded their broad feet pressed the stones into the soil. On sandy country their feet stamped the sand, making it firm enough for a bicycle". The resultant tracks, even on stony ground, were often so smooth that one could walk barefoot along them, remained firm even when covered with water, and could last for years.

Local cyclists waxed eloquent over them, and extolled their virtues; they were described as a wheelman's riding luxury. Literally hundreds of miles of

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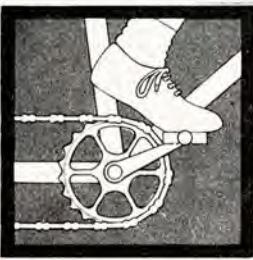
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these pads criss-crossed the goldfields.

Besides camel pads, some Western Australian communities also constructed cycle paths through the bush for local travellers. A contract was let for a path's development between Mulline and Menzies, for example. Local miners also pitched in occasionally to build a path for their own use, such as between Coolgardie and Londonderry/Burbanks, some 15 kilometres apart.

In areas of firm soil and sparse vegetation, a path could be created simply by a few riders passing along, and removing the odd limb or rock during the process. In other instances timbers were laid over watercourses, or other minor pathworks carried out. As late as the 1930s a few of these routes were still in use, particularly about the Kalgoorlie area. The accompanying photograph of a bush cycle path was taken, circa 1930, by Jack Costello, a reporter from Kalgoorlie, during one of his journeys to the southeast of that town.

The Western Australian goldfields' cycle path network is unquestionably one of the most unusual systems in the history of cycling. In 1897, when local riders were riled by an increasing number of horsemen and wagons chewing up the smooth surfaces, they even founded a short-lived bicycle action group: the Goldfields Bicycle Pad Protection League. They never managed to obtain their objective of exclusive right to the pads, formally legislated, but they did make their needs generally known in the community.

Lastly, it is necessary to briefly discuss one route system that existed throughout rural Australia, and served cyclists admirably, although few today would think to consider it as a cycle path network: the public roads. In contrast to many urban streets, country roads were often relatively little used. Increasing numbers of cyclists found them superb for weekend or holiday touring. Some surfaces were bad, but many were in very good condition.

The country roads served both workers and recreational riders. While there was a need to beware the occasional bull, horse, and heavy vehicle, overall there has never been a more amenable network for cycling about the rural Australian countryside. Alas, it has not lasted. Interviews with bush workers suggest that by the 1930s the principal roads had become sufficiently heavily travelled by motor vehicles to make riding less than pleasant. The narrow sealed sections, fast moving cars and trucks, and fast-moving way of life took their toll. As one commented, cyclists were "blasted with car-horns, splashed with mud and water, or even abused by some drivers"; another's summary was that "I would not like to be doing the journey today with the motor traffic around".

In retrospect, the early cyclists in the country had it relatively good. Whether on the Western Australian goldfields, or any country road, it was a reasonably decent ride, weather permitting. In the cities and towns the conflicts with other

road (and footpath) users were much more intense; nonetheless, the pedaller's life was easier — and safer — than today. If there were few formal cycle paths, perhaps it was simply a result of less of a need for them. With the advent of fast, heavy, dangerous traffic, riding became distinctly uncomfortable. There is clearly some point at which the amount of traffic causes one to re-think the meaning of life, and the value to be placed on it. Many a pushbiker came to the conclusion that it was time to dismount. In the subsequent years the bicycle faded in prestige, and the motor car became the tool and status symbol of a new Australia.

In the past decade, in particular, there has been a renewed interest in evaluating the relationship of people to their environment. Many have looked around and do not like what they see, and they are not all cynical pessimists. Some have been

mounted on bicycle seats. Others have recently re-mounted, perhaps for recreational purposes. Regardless, both have sought a safer place to ride their machines; they have not always found it. As a result, an increasing number are demanding a safe place. Whether they will get it or not is beyond my predictive powers. As Robert Smith commenced: "Look at the joy and exhilaration on the face of a child today who is riding his new bicycle for the first time. And then remember that as far as the bicycle was concerned, we were all children in the Gay Nineties." Those children and that society have grown up, mostly to drive cars. Growth can mean maturity, a breadth of outlook, a toleration of others' needs. It can also mean that time has simply passed by, that one has aged, that perspectives have narrowed. Hopefully modern Australian society has experienced the former.

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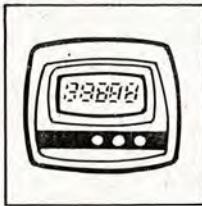


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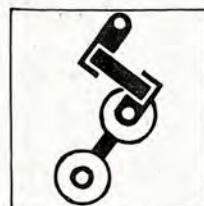
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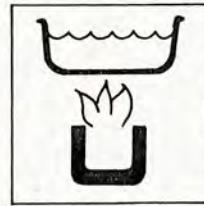
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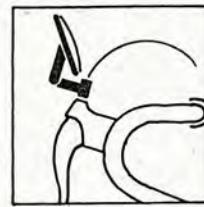
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INNER CITY CYCLES



World Bike Ride Update

Members of the World Bike Ride with the member for Swansea, Don Bowman.

Stephanie Pillore is a member of a dedicated group of conservationists who are pedalling the world to promote world peace and nuclear disarmament. As the last issue of *Freewheeling* went to press they were passing through Sydney. They have now almost reached Darwin. Here Stephanie describes some of their experiences along the way as they travelled up the east coast on their way to Asia and eventually Europe and the Americas.

We sat under the sign that marked the border of N.S.W. and Queensland and drank a welcome cup of tea. The World Bike Ride had made the 1 500 kilometers from Canberra to the Queensland border.

For many of the thirty-five cyclists it was their first experience of touring. And what a tour! We were riding for issues of deep concern to us. The buildup to nuclear war, and Australia's part in it through the uranium industry, which we feel must be stopped. We were calling for implementation of disarmament strategies and the abandonment of nuclear energy with its unresolved problems in the areas of waste disposal, reactor safety and workers health. We were also riding in support of Aboriginal Land Rights. How different these

goals made our touring experience.

We thought back to some significant experiences of the ride . . . The send off from Parliament House Lawns on the 6th March and the first hard days on the road north; the strong Union support in Wollongong and Newcastle; the radioactive picnic at Lucas Heights; the meetings with Aboriginal leaders in Purfleet and Kempsey, the turnout for the film night at Port Macquarie and the benefit concert and bushdance at Lismore; the part we played in exposing the effects of radioactive wastes of sandmining at Byron Bay . . .

And then there were experiences on the road. The highway trucks and headwinds, the quiet country roads and glorious freewheeling on downhill stretches. The longing for refreshment breaks and the satisfaction of reaching our destination at the end of the day. A particular section of our route that stands out was the Stroud Gloucester Road (Pacific Coast Cycle Trail).

We welcomed leaving the highway at the Stroud turnoff, for a good country road with little traffic. Rain showers passed quickly and added to the beauty of the lush green countryside. The most hilly section was from Gloucester to Taree. The pub squash at the Krambach Hotel never tasted so good. We slept that night under a huge fig tree overlooking the Manning river, and woke to the sight of

bicycles silhouetted against the sunrise.

Our border stop was memorable in itself. We slept near the lighthouse lookout at Point Danger with Surfers Paradise towering across the bay. As the police cars cruised past, we were reminded, that if hassled, we only need move several yards to be back in N.S.W.! Whether in a showground, camping in a paddock, or in a private home, The World Bike Ride has not been without a place to sleep.

Now the Woobera tribe (as the W.B.R. is known) is experiencing Queensland. Coping with motorists has never been easy but the aggressiveness on the road seems intensified here. Yet we've been shown many acts of kindness, from free drinks to places to stay. It was exciting to be part of the Brisbane Peace Rally on April 7th. There the marchers were so much more aware of their rights to peaceful demonstration. The question of Land Rights was strongly debated and as expected this intensified as we head further north.

We hope to reach Darwin in early July and be in Japan in August for Hiroshima day. From there we hope to cross the vast expanse of the USSR on the Trans Siberian Railway to Moscow, and then carry our message of peace to Europe. Those interested in supporting us or joining in the ride, can get in touch with the national contact: 101 Cleveland Street, Chippendale. Phone: (02) 698 4114.



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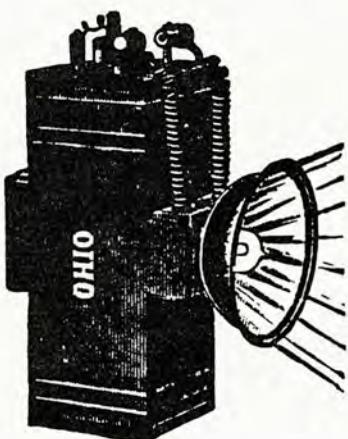
BIV Conducts survey on harassment by motorists

When two or more regular bicycle riders are gathered together, talk, as often as not, turns to harassment of cyclists by motorists. Not that bicycle riders think that all motorists deliberately harass them, but most would agree that a small number of motorists cause a lot of fear and resentment among the cycling public. This harassment is always extremely annoying, usually dangerous and sometimes fatal.

The Bicycle Institute of Victoria intends to declare an all-out campaign against this menace. As a first step, they intend to gather as much information as possible on any incidents of harassment from bike riders themselves.

They are currently circulating a questionnaire and ask your help in its distribution and the collection of data from cyclists everywhere. They also ask keen bike riders to keep a diary of any incidents which continue to occur.

For information and offers of help, direct your letters to: BIV Harassment Survey, GPO Box 1961R, Melbourne, Vic. 3001. Please enclose a stamped, addressed envelope for return of copies of survey questionnaire.



Turning on the lights

If the bicycle is to be treated as a serious means of transport, then the market place will need to first provide a decent bicycle lighting system for it. Words like these slide easily off Alan A. Parker's tongue. Alan is the research officer of the BIV and for some time he has been campaigning for the setting up of an international design competition to provide bike riders with a lighting system at least as effective as motor cycle lights.

Around the Country

To highlight his case, the BIV recently published a survey of eleven lighting systems currently available in Australia. Only two tested complied with the British Rear Light Standard. (There is no industry standard for Australian bicycle lighting systems.)

All lighting systems were subjected to a series of scientific tests and results were confirmed by a separate series done by Safety Officer James Taylor at the Optometry laboratory at Melbourne University.

An informal street survey of Sydney after-dark cyclists, showed that an alarming number of riders use no lighting at all. The ones which do are hardly visible amongst the numerous and conflicting light sources of a busy streetscape.

Earlier this year, Alan Parker acting as the Bicycle Federation Co-ordinator for Standards, requested the Standards Association prepare a bicycle lighting standard. Certainly such a standard would be useful to call attention to the present problems, but not if the introduction of such a regulation is to be conducted in the same way as the general bicycle standards fiasco.

Surely the world-wide bicycle industry must realize that a great need exists for a decent lighting system. The first company to hit the market with a good system will be selling to a large existing user market which is crying out for a good product. The industry as a whole will benefit.

The unfortunate image of the bicycle as a toy is reinforced by the toy technology of most existing systems. We now have a bicycle computer that costs around \$70 and is selling well, why not a lighting system which could save lives.

Human powered vehicle association formed

A public meeting was held recently to help establish an Australian branch of the International Human Powered Vehicle Association.

Recently the current HPB world speed record holder visited Australia of the annual Gas and Fuel Corporation Energy Zone festival. The vehicle trade named Vector and built by the Versatron Research Corporation, USA, was accompanied by its driver and team manager Mr. Eric Edwards. In a demonstration for the media down a two kilometre section of Albert Street in the city, the Vector reached a speed of 65 k/h.



The Vector seen here in the streets of Melbourne during a media demonstration

A Melbourne based HPV working group was formed, because of the enormous interest generated by the vehicle's visit. A group's objectives are to promote design and construction of HPV's for racing on a time trial or man on man basis, provide information on HPV design and conduct regular design forums. Interest in HPV's was stimulated by a study at California State University in 1974. Students of Professor Chester Kyle discovered that resistance to cyclists' movements was mostly air drag which increased four times when the speed was doubled.

In 1975 Professor Kyle formed the International Human Powered Vehicle Association and organised the first international HPV speed championships held in the USA. Since then interest has increased worldwide.

The working committee is anxious to make contact with those interested in joining a HPV Association. Membership can be gained by sending \$1 and by registering your name and address with the HPV Working Group, Energy Informa-

tion Centre, 139 Flinders Street, Melbourne 3000, Tel: 63 1195.

Plans are also underway to produce a regular newsletter for association members to keep them up to date with new developments and planned activities.

NSW Plans Early for Bikecentennial

A special subcommittee of the State Bicycle Advisory Committee has been set up to guide NSW contributions to a national Bikecentennial cycling event in 1988. The committee is made up of advocate groups and public servants and has considered two proposals for the establishment of rural cycle trails which would be used during such an event. Though 1988 is still a long way off, by starting early it is hoped that the committee can get most of the ground work done as touring develops. The committee will coordinate its activities with other state committees presently being formed and with the Australian Bikecentennial Authority.

Freewheeling *National Bike Events Calendar*

Join the happy throng for a bicycle ride through some of the most spectacular forest and coastal scenery in NSW. The inaugural *Freewheeling Sydney to the 'Gong Tour* will take place this year during late Spring (November). Full details will be announced in our next issue along with entry forms. The ride will commence at Belmore Park next to Sydney Railway station and will proceed to Wollongong via Sutherland, Audley, Lady Carrington Drive and Stanwell Park. The happy riders below are pictured at the Lawrence Har- graves Lookout where hang gliders operate on weekends.

This will definitely be a ride for all ages, though a reasonable degree of fitness is expected of riders. Participants will return by train to Central and arrangements will be made with the SRA to ensure space for bicycles. Be sure to check your next *Freewheeling* for details.



The *Freewheeling National Bike Events Calendar* is a free listing service to all groups planning bicycle events of importance. If you are organising an event ensure our readers know about it in advance by sending in copy early. Deadlines for future issues are listed in readers classifieds section.

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179 King St., Newtown 517 1655

Around the Country

East Coast Bike Race goes ahead

This race mentioned in the last Around the Country column is to go ahead under the new title of the Commonwealth Bank Cycle Classic. The bank has accepted the role of major sponsor and team sponsors have been finalized. The race is set to become Australia's first international classic staged road race in the style of the Tour de France. *Freewheeling* publisher Warren Salomon will be joining the travelling circus which follows such races and will report on the race for the November edition. The race will commence in Brisbane on Monday 11th October and finish at the Pier One Shipping complex in Sydney on Sunday 17th October.

Incorporated with the Tour itself will be two prestigious races. The first is the Sprint King; the competitor who obtains the highest number of points throughout the race, based on stage finishes and special sprint primes.

The second is the coveted King of the Mountains. During each stage there will be several hill climbs in which riders will gain points, with once again the cyclist who has accumulated the greatest number of points winning the overall prize.

To signify the leaders of the various categories, cyclists will wear the following jerseys; overall leader - yellow; Sprint King - pink; King of the Mountains - red.



Canberra busses lose patronage to the bicycle

An official of the Canberra bus service ACTION has disclosed to *Free-*



This happy group of Australian Cycle Trails riders are seen here in Adamindaby towards the end of their successful tour of the Snowy Mountains during February this year. The line up L to R: Front Row Lou Edwards, Gillian Mallaby, Ron Finsell, Back Row Jack Gault, Phillip Whitefield, Marion Edwards, Warren Salomon, Josh Lehman and Paul Burjan. The big fish in the back ground was caught by group fisherman Lou but that's another story.

wheeling that patronage is declining on inner city bus routes and that the bicycle is to blame. The bicycle network in Canberra is receiving increasing use by commuters. There is already a high usage by school children and recreational cyclists.

The main factor, as the bus official points out, is that the bicycle is once again becoming fashionable, but this time with the more affluent Canberrans rather than with the poorer sections of the community. A *Freewheeling* bike survey in Canberra recently found the level of usage of the path network was high and the parking facilities and racks in the town centre were filled to capacity.

Melbourne Bikeplan reaches Stage 2

The Melbourne Bike Plan Stage Two has gone public. The cost of the project to the government has been put at \$8.3 million at current prices and signals the start of a new deal for Melbourne cyclists.

State Bicycle Committee Chairman, Mr Hepburn says the plan is an extension of the 'pilot' undertaken in Geelong and is based on the four cornerstones of bicycle planning as established in that city; Engineering, Enforcement, Education, and Encouragement.

The Melbourne Bike Plan Stage

Around the Country

Two represents the major part of a three part Programme for Melbourne. Part One, already released concerns itself with the Bay sector from Melbourne to Sandringham. Stage Three, still some time away from release, deals with the outer areas of Melbourne in the overall plan but not covered by the first two stages.

A team of Consultants headed by Gutteridge, Haskins and Davey — Parsons Brinckerhoff Pty. Ltd., have

worked in conjunction with the State Bicycle Committee over the past 18 months to prepare the second stage.

Of the total of \$8.3 million, \$5.02 million is planned for 'on the ground' or engineering works. It is intended that the money be allocated on a one-for-one basis to Municipalities for this purpose.

The total cost of \$8.3 million will be spread out over the ten year span of the Bike Plan.



THE COMPLETE GUIDE FOR THE TEN-SPEED CYCLIST

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Written by two expert cyclists, this handbook can help you answer your own bicycling questions and solve your own problems.

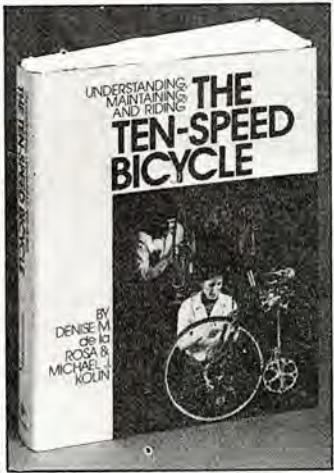
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To get the most from your cycling, you need to match your bike's design (and its components) to your riding style. THE TEN-SPEED BICYCLE will help you choose between sidepull or centerpull brakes . . . silk or cotton tubular tires . . . cottered or cotterless cranks . . . alloy or steel handlebars . . . and more.

Each chapter deals with a separate component. You'll find easy-to-use charts that show how each works with an in-depth discussion of its advantages and disadvantages.

And once you've gotten the right components, THE TEN-SPEED BICYCLE shows you the best, bike-shop tested ways to put them all together. You'll also learn about double-checking and adjusting a pre-assembled new bicycle . . . setting chainwheels to avoid rubbing . . . matching the handlebars to the stem . . . and more.

You'll read how to recycle brake and derailleur cables . . . why you shouldn't recycle spokes when rebuilding wheels . . . and why you should not turn your



bike upside down to work on it.

Maintenance Tips For Fewer Repairs

You'll also find maintenance tips to help you keep your bike running smoother and longer (and with fewer costly repair bills). There's helpful troubleshooting guides and over 250 photos and illustrations that'll help make repairs and fine-tuning a breeze. There's a listing of recommended tools so you

can set up your own bike workshop.

So, if you're ready to do more than just ride your 10-speed, you're ready for THE TEN-SPEED BICYCLE. Send for your copy soon.

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Bicycle Accidents; The forgotten epidemic

A serious epidemic of bicycle accidents is occurring among W.A. schoolchildren but few people know or care, Bruce Robinson, President of the Cyclists' Action Group said today. The latest figures, just released by the Public Health Department, show that 524 pedal cyclists were admitted to hospital in 1980 as the result of accidents. This is over 13% of total road accident hospital admissions and represents a 10% increase over the previous year and an 82% increase since 1971. The hospital records show that two thirds of the cyclists admitted were in the 5 to 14 year age group.

Mr. Robinson said the accident rate amongst children was horrifying and it demonstrated the need for urgent action to reduce the epidemic. The major needs in W.A. were for a vastly improved statewide bicycle safety education program and for a far greater level of police enforcement of offences by cyclists.

New Organization formed for SA tourers

A new group has recently been formed in Adelaide to cater to the needs of South Australia's growing number of touring cyclists. The group calls itself South Australian Touring Cyclists and held its first meeting in late April. This meeting was attended by about seventy

Freewheeling READER'S CLASSIFIEDS

LEAVING END OF JULY this year to cycle tour throughout Europe. If you have been there and done that, or would like to go there and do that, I'd love to hear from you. Information re costs involved, equipment — whether to buy here or there, handy hints would be very much appreciated. Daniela Martin 1/99 Brougham Street KEW 3101 Victoria Ph : (03) 86 22972.

With this issue we begin a brand new service to our readers — The *Freewheeling* Readers Classifieds. Rates are as follows: \$10 per 25 words or less. \$0.20 for each additional word. Payment with order required. Deadline for September issue, 9 August; November issue, 4 October; January issue, 6 December.

Please include name and address in word count. Mail ad and payment to Classified Ad Dept. Freewheeling Box K26 HAYMARKET 2000.

Freewheeling DEALER CLASSIFIEDS

TOURING THE ATHERTON TABLE-LANDS? See Recycled Cycles 157 Walsh St, MAREEBA QLD.

In the next issue we will commence a classifieds column listing dealers throughout Australia and the services they offer.

Rates: Per issue 25 words or less \$6.25. \$0.20 for each additional word. Minimum 4 issues 6 issues 15% discount. Payment in advance with order. Deadline for September issue, 9 August; November issue, 4 October; January issue, 6 December.

Mail to Classified Ad Dept. Freewheeling BOX K26, HAYMARKET 2000.

Profile



Josh Lehman -a cycling professional

"My first real involvement with cycling was through the American Youth Hostels Movement. They have this list of ten ways a hosteller could help the organisation. The one that impressed me the most was the last one which said, *Be a professional hosteller*. I didn't become a professional hosteller, I became a professional biker."

Josh Lehman is a bicycle planner from Seattle, USA, who spent some time here touring during the summer months, as part of an extended holiday. This came at the end of a one year period as bicycle programme co-ordinator for the Department of Transportation in Washington DC. Now there is no federal bicycle programme: Reagan has ended all that for the time being."

When he returns it will be to his original job as Bicycle Co-ordinator for the city of Seattle in the far north western state of Washington.

Josh is very much the American professional you would expect to meet. He lives and breathes bicycles and when he was not touring the Tasmanian countryside, he would be looking up racing contacts or succumbing to his addiction to telephones.

During Josh's short stay in Sydney and Melbourne, he met with most of the people active in the bicycle world

people and all expressed support for the formation of this type of group. The South Australian Government responded in a generous way by providing funds for the setting up of the organization.

The inaugural meeting was addressed by *Freewheeling* publisher and Australian Cycle Trails secretary Warren Salomon who urged the group to adopt a thorough and professional approach to their activity from the start. He advocated setting up tour leadership training programmes and developing a range of services to help the individual and foster the growth of this recreational activity. The meeting was also attended by some members of the bicycle trade who enthusiastically support the development of this facet of bicycling in South Australia.

The group's initial aim is to develop a programme of rides and eventually produce a touring calendar similar to the immensely successful Bicycle Institute of NSW touring calendar.

For more information on this group, contact Michael Doube on (08) 278 1669.

Queensland bike moves

The bicycle wheels are starting to turn in the north with the State Government and two major city councils committing funds to cycling projects. The State Government through local governments has promised to fund 25% of any cycle projects and, though no State Bicycle Committee had been set up, the impetus at the moment is coming from enthusiastic local governments.

One such council is the Townsville City Council which is currently preparing its own bike plan under the guidance of its Bicycle Committee. This Committee has already logged up an impressive list of achievements to date. In 1981, it initiated surveys, started holiday *Check that bike* campaigns for school children and conducted the very successful *Bike Watch* competition. This was conducted in conjunction with a radio station, bike shop, and the Queensland Road Safety Council. The Committee has also produced two major audio visual projects which will be used in conjunction with the Victorian *Bike-Ed* Kit.

The Townsville delegates, including Chairperson Ald. Margaret Reynolds, were among the most enthusiastic at the Bike Plan Australia Conference in Geelong last November.

from international bike racer Phil Anderson to a group of Sydney wholesalers.

He tended to reinforce the message given by Dan Burden during his visit as part of the Bike Plan Australia 81 conference. "To get things going you have to adopt a professional approach."

The reasons are simple and certainly the existing experience in this country has demonstrated it. "For instance, if the various advocate groups in this country are to gather, use and service a large popular membership they will have to sooner or later employ someone whose job it is to make that organisation function to its fullest." This is not to say that he doesn't see a place for well directed volunteer efforts. He sees a part for that in his own life too, "one of my tasks for 1983 is to help organise a big National Conference in Seattle for the League of American Wheelmen, (LAW)." Josh is a regional Vice-President to the League, the United States' largest bicycle user group. His efforts are voluntary but his approach is thoroughly professional.

His other interests are bicycling oriented too. He has written articles for *Bicycling* magazine since 1973 and will be reporting to its editor on conditions here. He sees Australia as a very attractive tour destination for holidaying Americans, which can offer certain advantages to them. These are a common language, similar customs and comparable cultural origins. He assures us that with the interest in Australian films being shown back home, more Americans will want to explore this large and mysterious land of ours.

He makes the point that even in times of recession (and the US recession looks worse than it is here), people want good recreational activities which won't cost the earth. He cites as an example, the annual Tour of the Scotia River Valley (*Freewheeling 7*) which is in its twentieth year. It began with two participants and now has to be restricted to 3,500 because of the logistical problems that catering for such a large group of people creates.

"It is now possible for say an Australian bicyclist to plan a summer touring itinerary in the USA and go from one event ride to another."

He sees the Australians and international visitors who are exploring the countryside at the moment as being the lucky ones. "In the early days of touring in the US local people used to welcome cyclists as a novelty and a curiosity but now a days the interest has worn off." Bicycle riders are now even taken for granted. "There are just so many of them nowadays."

Between the Lines News about Freewheeling



Big changes lie ahead for *Freewheeling* readers. Starting this issue we go bi-monthly or almost. Our new publication schedule allows for 6 issues a year. The winter issue will be for three months duration (June, July, August) and all others will be for two months except for a monthly mid-summer (January) issue. The new schedule will provide for issues in February, April, June, September, November and January.

With this increase in frequency we are now able to introduce new features and columns into the magazine. Starting this issue in a modest form are the Readers Classified, Bike Dealers Listings and a National Bike Events Calendar. All are designed to keep you in touch with the exciting world of Aussie bicycling.

In this issue of *Freewheeling* we have pleasure in presenting the first of our comprehensive bicycle surveys. At first it was thought that the field would be small but initial research proved this wrong. As this goes to print a couple of new lightweights have surfaced so an update report will appear in a future issue.

On the subject of surveys it is pleasing to report that response to our first ever readers survey has been fantastic. This will be invaluable in determining future content and full results will be published later in the year.

Survey entries close on July 31st and a form appears in the last issue. Two forms will be selected at random and these lucky people will win a bicycle helmet each. Winners will be

notified by post after the draw on August 1. Hurry with those forms folks, you have to be in it to win it.

After four years as a part-time labour-of-love concern it is good to report that *Freewheeling* is now run on a full time professional basis with an office, phone and full time worker. Publisher/Editor Warren Salomon has now left the retail sector of the bike trade and is devoting his full time efforts to making this magazine better and brighter than ever. Warren now has behind him three years invaluable experience as co-founder of Sydney specialist touring shop, Inner City Cycles.

To go with the new office we now have a new mail order address. The old post box will be retained for some time to come. The old box will only be cleared once a week once the bulk of usage is with the new address. All new addresses and the phone number can be found on the contents page.

Finally a word or two about this issue's cover. We have always regarded our cover design as an opportunity to experiment with the medium. Our designers usually have resisted the easy way out (by printing full colour photos) in favour of giving readers something different and interesting to look at. (Full colour photo fans will get their chance later this year.) This time is no exception. The photo montage on this issue's cover is made up of four separate coloured monochrome pictures of the same original photographs. If that's confusing then hopefully the messages conveyed by the cover are not. The design depicts the three aspects of bicycling features in this issue: Lightweight bicycles, winter bicycling and food for the road. You'll be happy to know that our cover boy Abe Powell didn't chomp into that narrow high pressure tyre after all. He much prefers a good old inch and a quarter touring tread tyre with lots of salt and pepper.

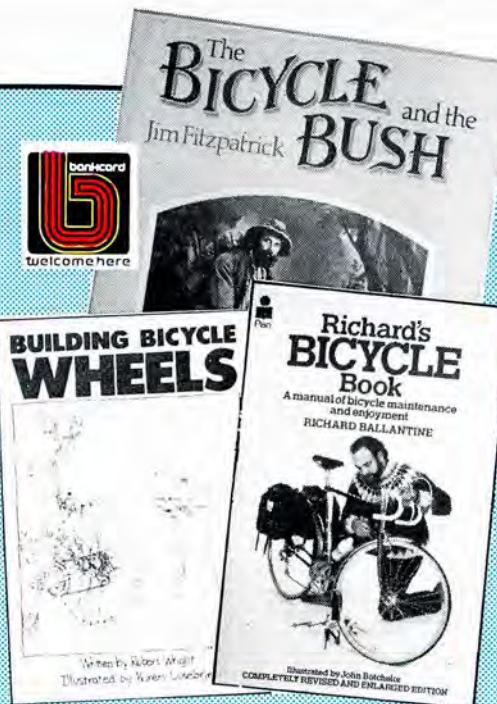
Happy reading.

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Best buy

We recommend *Richards Bicycle Book* as the best introduction to the world of cycling. \$7.95 incl. postage and packing.



Highly recommended

All red blooded Aussie bikeriders will want to have Jim Fitzpatricks wonderful book *The Bicycle and the Bush* on their bookshelf. Hard cover and superbly illustrated it traces the early history of bicycle usage in the outback. The best kind of gift for anyone who loves cycling. \$23.80 including postage and packing.

STOCK LIST AS OF 1.7.82

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Contents of back issues so far: Issue 3, Bicycles and Bush Clergymen, Canberra Cycle City, Getting Started in Bicycle Touring 8 page Guide, Touring NSW Goldfields, Make Your Own Wheel Trueing Jig, Wheel Spoking. Issue 4, Bicycles and Shearers, Pacific Coast Cycle Trail Guide — Goulburn to Maitland, More Canberra, Snowys Touring. Issue 5, Fitting your Bike to Your Body, Nullarbor Touring Guide, India, Grand Ridge Road Vic., Gossamer Albatross. Issue 6, Birtles, Toe Clips, Pacific Coast Cycle Trail Guide — Ipswich to Coffs Harbour, Sri Lanka, Books, Penny Farthing to Sydney. Issue 7, Energy, Bicycle Couriers, Melbourne Bikeplan, TORSV, Backroads NSW/QLD — Legume to Boonah, Following the Old Railway to Newnes in the Blue Mts., NSW. Issue 8, Reclaim the Road, Man with Rubber Pedals, Murif, East Coast Tasmania — 10 page guide, Binna Burra Qld, New England NP, Bikecentennial, Books. Issue 9, Urban Issues Special Section, Industry, Leather Guide, Cowra NSW, NZ North Island, Bicycling photography. Issue 10, Bicycles and the Bush, Planning NSW Helmet Survey, Pacific Coast Cycle Trail Guide — Coffs Harbour to Maitland, Indonesia, Womens Saddles, Christchurch NZ, Emerald Vic. Issue 11, Womens Bike Co-op, Great Ocean Road Vic, 10 speed maintenance — Gears, Tools, NZ South Island, Leather Guide. Issue 12, Newcastle Bikeplan, Early Road Maps, Alpine Way, Southern Cross Cycle Trail — Melbourne to Beechworth, Vic., Rear Pannier Survey, Leather Guide, Tassie Guide Review. Issue 13, Newcastle Bikeplan, Cycling Press, Mr Plod, Burston and Stokes, China, Industry, Front Pannier Survey, Java, Melbourne to Albury Tour, Tasmania.

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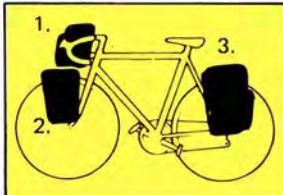
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The Iberian Panniers are the largest in our range. They have many special features, including an extension on the main compartment with drawcord closure, giving increased capacity and improved weather protection.

The flap is elasticated enabling it to fit closely over the Pannier, and is fastened by simploc buckles.

In addition, there is a large zipped rear pocket. The back panel is of PVC which gives added protection to the Pannier. A carrying handle is attached to the top of each Pannier and the two halves may be securely connected together as an added safety precaution.

4. UNIVERSAL PANNIER

This useful set can be carried on a front or rear wheel Pannier Carrier. The two halves are joined by velcro and press stud fastening, they can be separated enabling one to be used as a shoulder bag with the detachable strap provided.

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